2009 Annual Report

Pacific Maritime Association

Pacific Maritime Association

2009 Annual Report

Containers aboard a "K" Line ship in Tacoma.

The Pacific Maritime Association

The principal business of the Pacific Maritime Association (PMA) is to negotiate and administer maritime labor agreements with the International Longshore and Warehouse Union (ILWU).

The membership of the PMA consists of domestic carriers, international carriers and stevedores that operate in California, Oregon and Washington.

The labor agreements the PMA negotiates on behalf of its members cover wages, employee benefits and conditions of employment for workers employed at longshore, marine clerk and walking boss/foreman jobs.

The Association processes weekly payrolls for workers and collects assessments on payroll hours and revenue cargo to fund employee benefits plans provided for by the ILWU-PMA labor agreements.

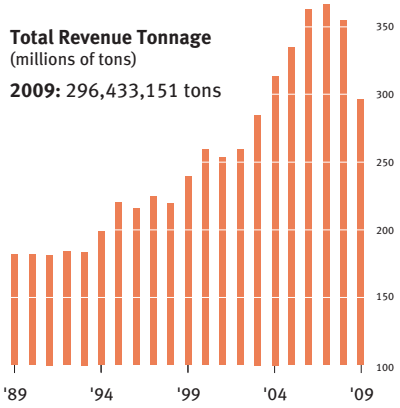
PMA MISSION:

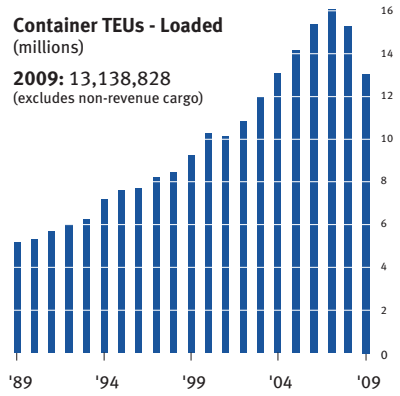
To provide industry leadership to our member companies through innovative integrated Labor Relations, Human Resources and Administrative Services.

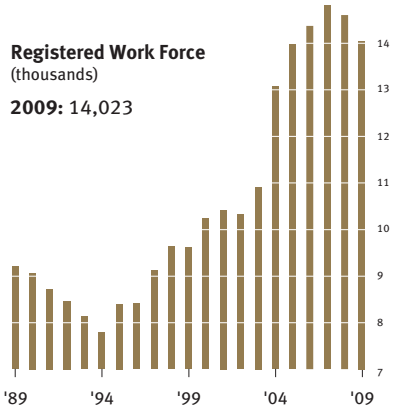
On the Cover

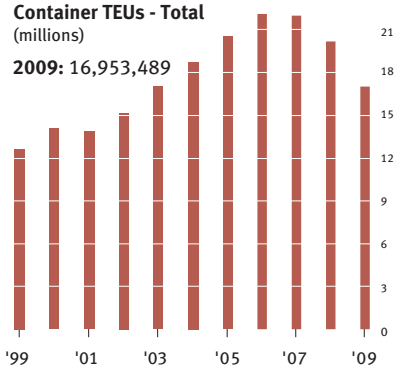
CMA CGM *Hugo* sets sail from San Francisco Bay.

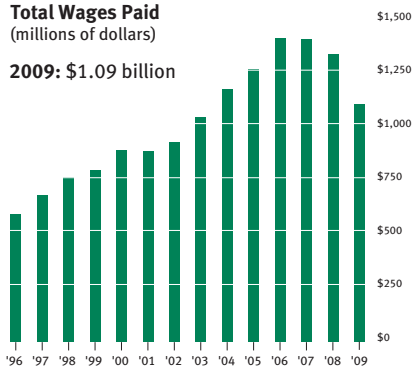
Highlights

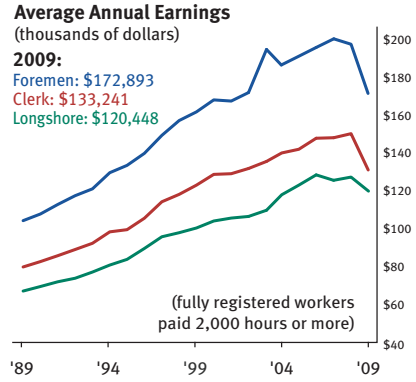


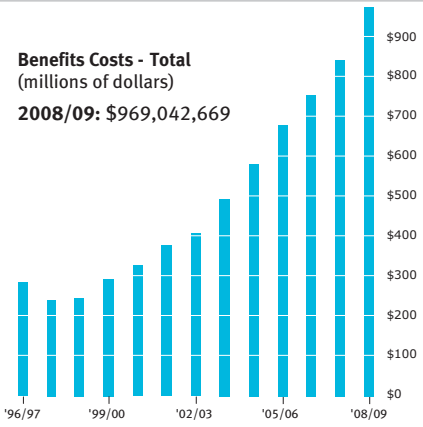


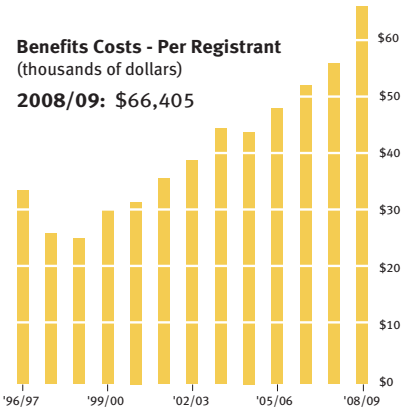






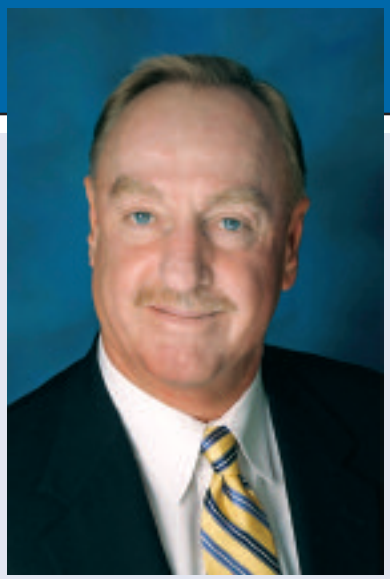






Contents

Matson *Manukai* arrives at the Port of Long Beach.



James C. McKenna
President and CEO

To Our Stakeholders:

Few people in the maritime trade will mourn the end of 2009. It was a rough year — there's no reasonable way to suggest otherwise. Yet despite a major economic downturn that has reduced cargo volumes, diminished work opportunity and otherwise changed expectations on the waterfront, the West Coast remains one of the most important trade centers in the world. And with renewed focus brought about by outside events, we have an opportunity to act in a manner that will serve our industry and its workers for many years to come.

The West Coast waterfront, for the first time in many years, handles less than 50 percent of waterborne imports to the United States. While this figure may be symbolic, competition is more real than ever. With shippers having options including the East Coast, Gulf Coast and Canada, those of us doing business on the West Coast must take advantage of our strategic location and other natural strengths to ensure our share of growth when conditions improve. And with an uptick in cargo volumes at the end of 2009, there is hope — but no certainty — that 2010 will prove to be a better year.

Our task, then, is two-fold: We must stay focused on the serious challenges we're facing today, and we must also prepare for the future. That means finding ways to do things better, faster and smarter. We must make our ports the most attractive option for shippers – by managing aggressively, working in partnership with the longshore union and local port authorities, and looking toward the future investments that will enable our terminals to thrive. If we do those things, and do them well, we should be well-positioned for future growth.

By taking the long view, even in a time of crisis, we will put ourselves on the path to success.

James C. McKenna

Membership

American President Lines, Ltd.
APM Terminals Pacific Ltd.
Benicia Port Terminal Company
Bridge Warehouse, Inc.
California United Terminals
Cargotec Services USA LLC
Ceres Terminals Incorporated
China Shipping (North America) Holding Co., Ltd.
CMA CGM (America) LLC
Coast Maritime Services
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Main Lines Inc.
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Marine Terminals Corporation – Columbia River
Marine Terminals Corporation of Los Angeles
Marine Terminals Corporation – Puget Sound
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Metropolitan Stevedore Company
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NYK Line
Ocean Terminal Services, Inc.
OOCL (USA) Inc.
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Pacific Coast Stevedoring, Inc.
Pacific Crane Maintenance Company, L.P.
Pacific Northwest Auto Terminals, LLC
Pacific Ro-Ro Stevedoring, LLC
Pasha Stevedoring & Terminals, L.P.
Pier Maintenance Incorporated
Portland Lines Bureau
Reliable Line Service
Rogers Terminal & Shipping Corporation
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SSA Marine, Inc.
SSA Terminals, LLC
Tacoma Line Handling Company
Terminal Maintenance Company LLC
Terminal Maintenance Corporation
Total Terminals International, LLC
TraPac, Inc.
TransBay Container Terminal, Inc.
Transpac Terminal Services, LLC
Wallenius Wilhelmsen Logistics
Washington United Terminals
Western Stevedoring Corporation
Willamette Stevedoring LLC
Williams, Dimond & Company
Yangming Marine Transport Corporation
Yusen Terminals, Inc.
Zim American Integrated Shipping Service Company, Inc.

PMA Bylaws

"Any firm, person, association or corporation engaged in the business of carrying cargo by water to or from any port on the Pacific Coast of the United States, or any agent of any such firm, person, association or corporation, and any firm, person, association or corporation employing longshoremen or other shoreside employees in operations at docks or marine terminals or container freight stations (CFS) at any such port or within the Port Area CFS zone of any such port, and any association or corporations composed of employers of such longshoremen or other shoreside employees shall be eligible for membership in this corporation…"

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TraPac, Inc.


MAERSK
SEALAND

West Coast trade is an essential driver for the U.S. economy.

Despite challenges in 2009, the West Coast waterfront remains a major gateway with huge economic impacts.

Cargo that moves through West Coast terminals reaches stores, factories and homes across the nation.


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And the jobs at West Coast ports, while not as plentiful as in recent years, provide excellent wages and unparalleled benefits.


CBCT

At the end of the day, West Coast trade continues to fuel the nation – now, and for the future.

The Hanjin *Miami* at the Port of Seattle.

The Year in Review 2009

For the second straight year, the global economic downturn led to reduced cargo volumes at West Coast ports. This reduction stood in marked contrast to the record-breaking gains of the past two decades. Yet even in the face of recent declines, West Coast ports are still moving more goods than in any year prior to 2004. In other words, the huge economic impacts of West Coast trade continue. PMA and its members are working hard to ensure that West Coast ports remain competitive, and that they employ best practices in safety, security and environmental impacts.

For more about 2009, please read on.

Horizon calls at the Port of Tacoma on a cloudy day.

West Coast Cargo Movement: Volumes Ease For Second Straight Year

If 2008 was the beginning of the storm for global economic trade, grey skies continued in 2009. There was, however, a bright spot toward the end of the year – both November and December showed gains over 2008. As of this writing, it is still too early to know whether these gains will be sustained in 2010.

The first 10 months of 2009 saw significant declines from 2008, with double-digit percentage decreases in container cargo. Then November saw a modest uptick of 3.1 percent, while the year-over-year increase in December was 13.6 percent. Although these months remained well below the all-time highs reached in 2007, there is evidence that cargo totals may be stabilizing. In fact, some forecasts predict modest growth for 2010 – though any figures are likely to be impacted by economic trends that are still unfolding.

Long Beach and other West Coast ports saw reduced volumes in 2009.

Two decades of record growth

While looking at the cargo volume that has fueled the huge impact of West Coast maritime trade, it is worth bearing in mind the following: For roughly two decades, nearly every year set a new record, with rising consumer demand fueling increased imports from Asia. With the current economic situation, it is hard at this point to predict exactly when things will recover, or in what manner. Some economists are suggesting an ongoing upward trend, while others say there may be a "double-dip," in which figures move upward for a period of months, and then decline again.

> The last two months of 2009 showed promise. Whether 2010 will continue the trend remains to be seen.

Looking to the future

Out of this uncertainty, it is clear that West Coast ports must be ready for both future growth and the increased competition from ports in Canada, Mexico and the East Coast. At the same time, it is worth bearing in mind the West Coast's natural advantages: its strategic position at the intersection of North American, Asian and Latin American trade routes; the large built-in consumer market; and the role that West Coast ports have traditionally played in fueling both import and export trade for the nation. ■

For a broader look at the current economic situation and the growth strategy for West Coast ports, please see pages 28-29.

Cargo Decline Impacts Assessment Rates

During the course of 2009, the dramatic declines in cargo volumes made it difficult to hold down West Coast assessment rates. These assessments – fees that are charged to cargo carriers based on tonnage moved, and to stevedores based on man-hours worked – fund a comprehensive benefits program for industry workers.

With a fixed registered workforce and pension and welfare obligations of close to $1 billion, rates would have increased 65-70 percent to compensate primarily for a significant reduction in both hours and cargo. Instead, steps were taken to mitigate these large increases in order to maintain West Coast competitiveness for discretionary cargo. The final rates increased around 30 percent.

Looking ahead, it is clear that the West Coast must work hard to attract discretionary cargo – both because of the jobs and economic activity it provides, and to ensure a broader base for the assessments that fund the comprehensive benefits enjoyed by ILWU workers. ■

Security on the Waterfront: TWIC Rolls Out at West Coast Ports

Nine years in the making, the federally mandated TWIC program reached all West Coast ports in 2009.

One of the most significant waterfront homeland security initiatives of the past decade, TWIC represents a partnership among a wide range of stakeholders including the federal government, local officials, port authorities and the maritime industry.

TWIC, officially known as the Transportation Worker Identification Credential program, has a simple purpose: to ensure those with access to the waterfront have been screened and are not deemed a security threat.

TWIC card readers will be tested throughout 2010.

A secure, standardized identification credential, TWIC gives security personnel an important tool to safeguard the ports from potential security threats. All workers entering marine terminals must present their tamper-resistant TWIC card, which contains the owner's encrypted fingerprint template and other coded data.

All ports launch TWIC

Following a limited pilot program in 2008, the federal government required all West Coast ports to begin using the TWIC as a "flash pass" by April 14, 2009. The launch of the program went smoothly, and PMA played an integral role in ensuring that workers and companies alike were part of the process.

PMA worked with the Transportation Security Administration in 2009 to ensure that every West Coast longshore worker was informed about the TWIC enrollment process. After a nationwide phase-in, all U.S. ports are currently participating in the TWIC program.

In the coming year, PMA members will work with federal officials, port authorities and other stakeholders in moving to the next step of TWIC: testing of TWIC card readers. The readers must accurately read the stored fingerprint data on the identification cards without causing delays at entry points or impacting the flow of cargo. Eventually, these readers will add another line of defense to secure the nation's ports.

Federal funds & partnership

West Coast ports have applied for port security grant funds from a $288 million Homeland Security initiative aimed at protecting critical port infrastructure from outside threats, particularly those related to the use of explosives. The funds will be used to install security infrastructure and to carry out emergency drills and training exercises at the ports that test operational protocols in the event of a security incident.

PMA members will also continue to work with the U.S. Coast Guard and other federal and local law enforcement agencies to share security-related information and best practices. ■

Reducing Environmental Impacts: Many Steps Afoot

West Coast ports made significant strides in reducing the environmental impact of their operations over the course of 2009. Key to this effort were the substitution of cleaner on-dock and off-dock equipment; the deployment of new advanced technologies on ships and terminals; and advocacy work to establish uniform regulatory emissions standards for ships traveling close to shore.

New truck regulations are limiting emissions.

Efficient ships & greener terminals

Reducing carbon emissions took greater focus for the maritime industry in 2009. Although ships remain the most energy-efficient way to move goods across the globe, ocean carriers have looked for new ways to improve the efficiency of their vessel fleets, including the use of better hull coatings and designs to reduce drag, as well as the deployment of advanced propeller technologies. Some vessels are being equipped with hybrid diesel-electric propulsion engines, solar panel arrays and fuel cells to supplement traditional sources of power. Balancing just-in-time delivery schedules with renewed focus on energy efficiency, carriers have also placed new emphasis on planning voyages to save fuel by avoiding adverse weather and optimizing speed management.

Terminal operators also stepped up efforts to reduce their carbon footprint and decrease other forms of pollution during the year by limiting the emissions of dock-side ships as well as replacing or retrofitting trucks and cargo-handling vehicles. In 2009, West Coast terminals increased the use of stack-gas emission treatment systems to sequester pollutants on docked vessels. Terminals also made it possible for more ships to forgo running their engines while at dock by increasing access to alternative fuel generators and expanding the use of cold ironing, which allows vessels to plug in directly to the electrical grid. Looking to the future, one can expect continued use of these innovative technologies to reduce emissions; in California, major emission reductions for docked ships will become mandatory within eight years as a result of new regulations issued by the California Air Resources Board (CARB).

Six new sets of CARB regulations went into effect over the course of 2009, requiring terminal operators and carriers to reduce pollutants by replacing or modifying equipment ranging from transportation refrigeration units in containers to mobile handling equipment on terminals. These regulations also encompassed drayage trucks, which are now required to use 1994 or newer model year engines certified to California or federal emission standards.

> Ships remain the most energy-efficient way to move goods across the globe – and carriers are working to raise the bar.

Uniform standards

To help further the aim of reducing pollution and carbon emissions produced by ships traveling close to shore, the maritime industry carried out a successful advocacy effort to institute uniform emission standards across ports in the United States and Canada. Instead of state-by-state regulation, industry groups called for regulations to curb emissions without placing any particular port at a competitive disadvantage. Working with other stakeholders, these groups supported the International Maritime Organization's establishment of the US/Canada Emission Control Area, a treaty regulating vessels traveling near the U.S. and Canada that will begin to go into effect in 2012. This treaty establishes many new regulations that will improve air quality near North American ports, including new standards requiring ship engines to be 80 percent cleaner and new rules mandating that vessels use low-sulfur fuels when within 200 nautical miles of shore. ■

Safety and Training: A Collaborative Effort

PMA continued to play a leading role in advising policymakers throughout 2009, working on several initiatives to enhance safety for workers on the waterfront. Collaborating with both the U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) and the National Maritime Safety Association (NMSA), PMA helped to create industry standards aimed at preventing injuries and illnesses on the waterfront. Over the past year, PMA continued to serve as a member of the Maritime Advisory Committee for Occupational Safety and Health (MACOSH), a committee that deliberates on issues related to programs, policies and standards for safety and health in maritime industries of the United States. As part of MACOSH, PMA developed guidance documents for traffic lane and safety zone sizing, container repair and handling breakbulk cargo safely, which were reflected in new guidance documents submitted to OSHA for publication.

Gangway safety talks take place at the start of each shift.

Organized by region, PMA's training programs will become more locally focused.

QuickCards and videos

In 2009, PMA collaborated with the International Longshore and Warehouse Union and MACOSH to create a series of QuickCards™ applicable to the maritime industry. These small, laminated plastic cards provide concise, plain-language safety information about a variety of topics such as gangway operations and heat-stroke prevention. Several QuickCards™ were distributed to workers on the West Coast at the end of the year, and are now being used as general safety reminders and to prepare for gangway safety talks, which take place at the start of each shift.

PMA also helped to develop the series of "Live and Learn" videos, which re-enact actual waterfront accidents and provide safety advice to help keep workers safe by learning from actual incidents. These four-minute vignettes produced by the OSHA-NMSA Alliance address safety threats including yard tractor tip-over, container loading and containers falling from a ship, and were added to the General Safety Training (GST) program in October. As a new medium for communicating safety information to workers, these videos will enhance GST – the basic training required for all waterfront workers – in the years to come.

OSHA QuickCards are distributed to the workforce.

Safety on the docks

On the operations side, all West Coast ports are now outfitted with automated external defibrillators (AEDs) on the dock, as laid out in the 2008 labor contract. Over the course of the year, PMA ensured that all walking bosses and foremen were up-to-date on their AED certification and continued to provide the requested AED training of longshore workers and clerks as part of First Aid/CPR-D.

Additionally, all lap belt restraints in yard semi-tractors were changed to three-point seat belts, which decrease the risk of accident-related injuries for drivers.

PMA augmented its safety efforts by significantly restructuring its training program in 2009. Training is now separated into four geographic areas: Washington, Oregon, Northern California and Southern California. Organized this way, PMA training programs will become more locally focused, providing individual managers the opportunity to respond directly to the training needs of their specific regions. ■

Regional Developments:
Southern California

As home to the nation's largest port complex, Southern California felt significant effects from the downturn in global trade in 2009. At the same time, Southern California port authorities and terminal operators took a number of important steps to ensure that their facilities and operations will be competitive in the years to come. These steps included making local terminal and intermodal infrastructure improvements and continuing to lead industry-wide efforts to reduce the environmental impact of port operations.

A significant decrease in container imports, as well as automobiles and construction materials, led to a decline of 17.2 percent in cargo traffic across Southern California's ports in 2009. However, passenger volumes remained flat year-over-year, and some exports, including consumer goods bound for China and construction vehicles, did experience volume increases. This trend proved significant for Port Hueneme, which displayed an increase of 60 percent in total exports, largely as a result of additional automobiles moving through the port.

Another bright spot: imports began to show signs of recovery as the year drew to a close. Combined November and December volumes at the ports of Los Angeles and Long Beach displayed an uptick of 27 percent compared to the previous year.

Investing in infrastructure

The overall decline in volumes opened up more space on the waterfront and in yards at Southern California ports, creating opportunities for terminal operators to more easily incorporate technology improvements into their work practices. Complementing the efforts of individual terminal operators to speed the flow of goods, Southern California ports moved forward with

A state-of-the-art hybrid hustler drives through the Port of Long Beach.

significant infrastructure investments on and off the terminals, aided by new sources of public funding.

The Port of Los Angeles received a $21 million federal stimulus grant to jumpstart roadway improvements along a 1.3-mile segment of Harry Bridges Boulevard in Wilmington. Expected to begin in early 2010, the project will ease traffic congestion on the Port's northwest perimeter, improve access to the TraPac container terminal and enhance public safety by improving the flow of commercial and passenger vehicle traffic.

The Port of San Diego also looked to invest in its infrastructure to expand future business, announcing plans to realign a marine cargo terminal and build a new cruise ship terminal. With a similar goal in mind, the Port of Long Beach approved the Middle Harbor project after nearly four years of planning. The $750-million, 10-year project will modernize two older terminals and create more dock space. In addition to improving the efficiency of operations, the project is estimated by port officials to create as many as 14,000 permanent jobs and cut air pollution at the affected terminals by 50 percent or more from existing levels.

Reducing pollution

Southern California ports remained leaders in the maritime industry's effort to go green, recognizing the need to spur future growth with minimal adverse impacts on surrounding communities and with a limited carbon footprint.

The ports of Los Angeles and Long Beach continued efforts to reduce air pollution with initiatives that included expanding incentives for vessels to decrease offshore speeds and replacing trucks and on-dock vehicles with cleaner alternatives. Studies released in 2009 documented the success of environmental efforts undertaken in recent years, finding that the Los Angeles/Long Beach Port complex achieved a greater than 30 percent reduction in diesel particulates and sulfur oxides between 2005 and 2008. ■

Regional Developments:
Northern California

Reflecting the widespread economic downturn, Northern California ports faced significant declines in overall volumes during the past year, with a reduction of 10.9 percent in total cargo. Despite the downturn, there was renewed focus on infrastructure investment designed to strengthen the region's capacity for future demand.

The Port of Oakland awarded a 50-year concession and lease agreement to Ports America Outer Harbor (PAOH) to renovate and operate five existing container berths for 50 years starting in January 2010. Initially, PAOH plans to upgrade 160 acres at the port and bring four additional cranes to the outer harbor to service larger vessels. Over the term of the concession, the company will invest an estimated $2.5 billion for capital improvements to the facility.

Automobiles & railroads

The Port of Richmond also made big strides in 2009, finalizing a deal with Honda Motor Co. that will boost the number of cars shipped through the facility by 70 percent. The port will now import at least 145,000 Hondas a year beginning in April 2010. Plans for significant infrastructure improvements to accommodate the increase in auto volume are in the works, including the addition of a new rail yard adjacent to the port's berths.

Union Pacific Railroad completed its Donner Pass track improvement and tunnel clearance project in November, boosting container capacity on a key transit route from the Port of Oakland to eastern destinations. The rail line now accommodates double-stacked intermodal containers as well as longer trains, and offers the shortest, fastest and most efficient route between Oakland and Chicago. The upgraded rail line has made Northern California ports more competitive, and may help to draw additional container and break-bulk vessels to the region.

Federal investment

The federal government's economic recovery plan has also jumpstarted infrastructure investment at Northern California ports. The 2010 Civil Works budget, created to help strengthen the nation's water resources infrastructure, set aside $10 million to re-launch the Port of West Sacramento's ship-channel deepening project that will enable more vessels to directly serve the Sacramento region. The American Recovery and Reinvestment Act of 2009, known as the federal stimulus bill, also included $11.8 million to operate and maintain the Port of Oakland's harbor as well as a 50-foot harbor deepening project, completed this past summer. The project, combined with plans for new rail access at the port, has the potential to significantly grow the region's intermodal cargo business. ■

Loading rice onto a container ship at the Port of Stockton.

A “K” Line vessel at the Port of Tacoma passes in front of Mount Rainier.

Regional Developments:

Pacific Northwest

While the maritime industry faced significant challenges in 2009, the Pacific Northwest ports put a number of plans in motion to increase cargo traffic, improve efficiency at their terminals and become more globally competitive. The economic contraction caused overall volumes in the region to decline by 16.6 percent compared to 2008, but the Pacific Northwest ports continued to show strength in niche cargo including wind energy imports.

The Port of Seattle made significant improvements to its facilities that have increased capacity and prepared the port for future growth. In May, the port opened Terminal 30, a $50 million, 97-acre facility that is operated jointly by China Shipping, Matson and SSA Marine under a 30-year lease signed in 2007.

Additionally, Terminal 18 was upgraded to accommodate larger cranes and began using on-dock rail service, allowing containers to be loaded directly onto the trains serving the port. The new service saved more than 13,000 truck trips from July through the end of the year. A new joint service of CMA CGM and Maersk Line began calling at Terminal 18 in June, bringing weekly vessel calls from a rotating service of 14 ships, each with a capacity of 6,500 TEUs.

Seattle's market share of the Alaska cruise business continued to grow in 2009, leading to the opening of the new Smith Cove Cruise Terminal, a two-berth facility on Pier 91. More than 200 vessel calls will arrive in Seattle during 2010, bringing with them more than 850,000 passengers, enough to fill Seattle's Husky Stadium 11 times.

SSA Marine loads rolls of paper at the Port of Longview, WA.

The Port of Tacoma moved forward with new efficiency measures throughout 2009, including a recent $1 million investment in rail-switching equipment to improve cargo speed and safety. The new system eliminates manual switching on all westbound trains coming into the port, saving an estimated 15 minutes per train.

The Port of Vancouver took several steps last year to make themselves a primary entry point for wind energy imports. In 2009, the port completed work on its new 30-acre wind energy handling area on Terminal 5 and also received its second mobile harbor crane, used specifically for wind energy cargo, which has the capacity to lift the weight equivalent of two space shuttles.

The Port of Olympia completed its federally funded Intermodal Infrastructure Enhancement Project, a $2.8 million investment that will help expand rail infrastructure at the port. Among other improvements, the project includes the addition of an on-dock loop track, which will allow the port to better handle rail-served cargo, including dry bulk.

Express rail service

Beyond the terminal gates, a new express international container service introduced in 2009 by BNSF Railway Company will help make the high-capacity ports of Seattle and Tacoma even more competitive. The express service, which includes higher-speed trains and new routes, will cut down transit time by almost a day to BNSF's intermodal facilities in Memphis and Chicago. Automated checkpoints and scalable capacity will also contribute to a faster, more reliable and environmentally friendly process for moving containers between the Pacific Northwest and the rest of the United States. ■

Revisiting the Growth Strategy for West Coast Ports

Last year in this space, we articulated a comprehensive platform for the long-term growth of the West Coast waterfront. We raised such issues as competition from other ports; the need to invest in infrastructure beyond the terminal gates; and ensuring that our terminals are as efficient as possible.

A year later, the stakes have only grown. The global economic downturn has had tremendous impacts both on the waterfront and beyond. It has also forced new ways of looking at how business is done. That means being more productive and more competitive than ever. Customers have many options when it comes to shipping cargo, and the West Coast must ensure that it remains a viable choice. Millions of jobs and billions of dollars in economic activity depend on it.

A different kind of year

Quite simply, 2009 was a challenging year on the waterfront by almost any measurement. After two decades of record-breaking growth, the West Coast saw its first significant declines in cargo movement. Container traffic dropped nearly 14 percent. Non-container cargo fell more than 23 percent. And work opportunity was down more than 21 percent.

While ports around the world struggled with the global economic crisis, there is a particular need for West Coast ports to take note. For years, we have had the luxury of being the gateway of choice for goods being shipped from Asia to the United States. No longer is there certainty that goods will flow through our ports – unless we give shippers the reason to do so. That means solidifying our reputation as being reliable and taking steps to be sure that we are cost-competitive.

Spurred by economic crisis

While there are few good things to say about the economic downturn that has engulfed the U.S. and world economies, one silver lining might be the focus it has brought to policy discussions and business practices. The waterfront is no exception. Companies looked for ways to improve productivity and reduce costs, while ports marketed more aggressively than in the past. The federal stimulus bill provided the initial seeds for the tremendous commitment that will be required to fund our transportation infrastructure. All of these measures and more must continue.

Ongoing competition

For years, experts have warned of competition that could threaten the West Coast ports' position as the nation's premier gateway for international trade. East Coast and Gulf Coast states have been aggressive in seeking to take business from the West Coast, while Canada and Mexico pose competitive threats, as well. The West Coast's natural advantage — at the intersection of Asian and Latin American trade routes—is not sufficient, by itself, to guarantee the continued economic gains made possible by huge growth in international trade. Particularly now—with all ports facing declines, and seeking to gain market share wherever they can — it is essential for the West Coast to prove itself as the top choice for moving goods.

Looking to the future

Looking ahead, it's clear that the landscape has changed – and continues to change. Even if the volume begins to return, it won't happen all at once, and it won't likely lead to double-digit growth on a year-after-year basis. Thus, it is essential that we focus on the key issues that matter most. Among these are:

- Building on technology gains of the past eight years to ensure that our terminals are efficient, safe, secure and environmentally sound
- Bringing further innovation to the docks by developing and implementing longshore technology at marine terminals
- Working with local and national elected officials, port authorities, the workforce and other stakeholders to ensure a sufficient share of funding for vital infrastructure projects
- Marketing West Coast ports as the premier gateway for international trade
- Reminding local and national policymakers of the huge economic impacts of West Coast trade

Put simply, the choices the industry makes now will put us in a position to manage the volume when it comes back — and if we make the wrong choices we won't have much volume to manage. Productivity and reliability must be our watchwords, and cost-containment is essential.

Summing it up

For years, West Coast ports have been the destination of choice for so much international cargo. This trade has created jobs and economic opportunity — both here on the West Coast and throughout the nation. PMA and its members remain committed to a thriving West Coast waterfront — and we are prepared to continue working hard to make that a reality. Even now, after the largest declines in a generation, West Coast ports remain an essential piece of the trade and transportation picture. It is our intent to keep that trend going for many years to come.

GENERAL SAFETY TRAINING:

A 19-YEAR HISTORY ON THE WATERFRONT
THROUGH 12/31/2009

YEAR	GRADUATES	CUMULATIVE
GST I – Safety First		
1991	552	552
1992	5,246	5,798
1993	4,512	10,310
GST II- Your Right, Your Life		
1994	1,068	1,068
1995	6,867	7,935
1996	4,798	12,733
GST III- What Counts		
1997	2,993	2,993
1998	7,788	10,781
1999	4,059	14,840
GST IV- Going Home Safe		
2000	4,007	4,007
2001	6,675	10,682
2002	5,464	16,146
GST V- Aware Today, Everyday		
2003	3,443	3,443
2004	9,733	13,176
2005	12,332	25,508
2006	6,966	32,474
GST VI – Every Choice Counts		
2007	10,704	10,704
2008	8,523	19,227
2009	5,388	24,615

OCCUPATIONAL INJURY AND ILLNESS INCIDENCE RATES

The Pacific Maritime Association processes injury and illness reports submitted by companies to analyze industry injury and illness trends and to evaluate the safety programs of individual companies.

The information shown in the tables on this page is summarized from injury and illness reports submitted to PMA in 2009.

The lost-time injury and illness incidence rate is based on Occupational Safety and Health Act (OSHA) record-keeping criteria and is a national standard used by the government and most industries to provide an overall indication of injury and illness trends.

The formula for the lost-time injury and illness incidence rate includes the number of lost-time injuries and illnesses that occurred in the workplace and the total hours worked during the period (usually one year). It is based upon a work force of 100, each working 2,000 hours per year. (Number of injuries and illnesses x 200,000 ÷ total hours worked = Incidence Rate)

Year	Coast	Southern California	Northern California	Pacific Northwest Oregon	Pacific Northwest Washington
1993	13	12.1	13.4	16.5	13
1994	11.2	10	14.6	11.9	11.2
1995	10.9	8.9	15.6	11.5	12.8
1996	10.4	9.3	14.3	12.7	9.9
1997	9.4	8.2	11.6	11.2	11.2
1998	9.2	6.8	15.1	13.9	12.4
1999	8.67	6.64	13.7	12.6	11.2
2000	7.2	5.68	9.81	10.7	10.7
2001	8.4	6.6	13.3	9.64	12.6
2002	8.5	6.4	14.1	11.2	13.3
2003	7.5	6	10.5	10	11.9
2004	6.77	5.71	9.04	9.95	9.11
2005	7.12	6.15	9.37	9.19	9.06
2006	6.41	5.06	10.47	7.64	9.60
2007	5.79	4.45	10.32	7.03	8.58
2008	5.75	4.71	8.68	9.04	7.09
2009	**6.86**	**5.79**	**10.48**	**10.07**	**7.55**

ACCIDENT PREVENTION "TOP TENS" FOR 2009

Most Injured Occupations		Cause of Most Injuries		Most Common Injuries		Most Injured Body Part	
Semi-Tractor	298	Strained	367	Sprain/Strain/Spasm	862	Back	390
Lasher	214	Slip/Trip/Fall < 4 ft.	136	Contusion	340	Knee	214
Mechanic, ILWU	160	Stuck by	133	Cut, Laceration	89	Shoulder	199
Holdman	124	Twisted	84	Hearing Impairment – Illness	52	Finger	132
Dockman	88	Struck Against	73	Foreign Object in Eye	28	Neck	123
Foreman/Walking Boss	77	Bounced in Vehicle	68	Fracture	28	Ankle	86
Mechanic, IAM	56	Trip	59	Scratch/Abrasion	26	Hand	85
Clerk Supervisor	53	Pinched	55	Stress	18	Leg	79
Auto Driver	48	Slip	50	Hearing Impairment – Injury	13	Head	77
Crane, Cont. Gantry	35	Struck by Second Vehicle	47	Toxic Respiratory	10	Arm	68

Coast Accident Prevention Award-Winners

Stevedoring Companies
(companies engaged in one or more types of cargo-handing operations)

Group A (400,000 or more man-hours)

First Place: SSA Marine
San Francisco-Oakland Ports – Northern California Area

Second Place: Ports America
San Francisco-Oakland Ports – Northern California Area

Group B (100,000 to 399,999 man-hours)

First Place: Pasha Stevedore & Terminals, L.P.
San Diego – Southern California Area

Second Place: Pasha Stevedore & Terminals, L.P.
Los Angeles-Long Beach – Southern California Area

Group C (10,000 to 99,999 man-hours)

First Place: Metro Cruise Services LLC
San Diego – Southern California Area

Second Place: SSA Marine
Port Hueneme – Southern California Area

Container Operators
(companies that predominantly handle intermodal containers to and from ships)

Group A (1 million or more man-hours)

First Place: APM Terminals Pacific Ltd.
Los Angeles-Long Beach – Southern California Area

Second Place: International Transportation Services, Inc.
Los Angeles-Long Beach – Southern California Area

Group B (500,000 to 999,999 man-hours)

First Place: Long Beach Container Terminal
Los Angeles-Long Beach – Southern California Area

Second Place: SSA Terminals LLC
Washington – Pacific Northwest Area

Group C (100,000 to 499,999 man-hours)

First Place: Husky Terminal & Stevedoring, Inc
Washington – Pacific Northwest Area

Second Place: APM Terminals Pacific Ltd.
Washington – Pacific Northwest Area

Bulk Operators
(companies engaged primarily in bulk cargo operations with total man-hours exceeding 9,000)

First Place: Rogers Terminal & Shipping Corporation
Oregon – Pacific Northwest Area

Second Place: Metropolitan Stevedore Company
Anacortes – Pacific Northwest Area

Lines Companies
(companies engaged primarily in line-handling operations with total man-hours exceeding 5,000)

First Place: Coast Maritime Services
Los Angeles-Long Beach – Southern California Area

Second Place: Main Lines Inc.
Washington – Pacific Northwest Area

ILWU WORKFORCE AWARDS

Longshore Locals

Group A (More than 400 Registered Members)
Local 13 – Los Angeles-Long Beach – Southern California Area

Group B (100 to 399 Registered Members)
Local 46 – Port Hueneme – Southern California Area

Group C (Fewer than 100 Registered Members)
Local 32 – Everett-Washington – Pacific Northwest Area

Foreman Group
Local 92 – Oregon – Pacific Northwest Area

Clerk Group
Local 52 – Washington – Pacific Northwest Area

COAST ONE-YEAR ZERO INCIDENT RATE AWARD
(Those companies who have achieved a zero lost-time incident rate in 2009)

Pasha Stevedore & Terminals, L.P.
Aberdeen/Grays Harbor-Washington – Pacific Northwest Area

Husky Terminal & Stevedoring, Inc.
Washington – Pacific Northwest Area

Willamette Stevedoring LLC.
Oregon – Pacific Northwest Area

Rogers Terminal & Shipping Corporation
Oregon – Pacific Northwest Area

Metro Cruise Services LLC.
San Diego – Southern California Area

SSA Marine
Port Hueneme – Southern California Area

Coast Maritime Services
Los Angeles-Long Beach – Southern California Area

COAST THREE-YEAR REDUCTION AWARD
(Those companies who have reduced their lost-time incident rate 3 consecutive times over a 4-year period)

Metro Cruise Services LLC
San Diego – Southern California Area

COAST EIGHT-YEAR ZERO INCIDENT RATE AWARD
(Those companies who have achieved a zero lost-time incident rate 8 consecutive times over an 8-year period)

Metropolitan Stevedore Company
Anacortes – Pacific Northwest Area

THE COAST ACCIDENT PREVENTION AWARDS

Pacific Maritime Association sponsors an annual Accident Prevention Awards Program, a valuable feature of the coast-wide industry accident prevention program. To qualify for an award, a member company must actively participate in the PMA safety program and report all OSHA-recordable occupational injuries and illnesses and all applicable man-hours for the previous calendar year.

Member companies are divided into four categories according to the type of operation in which they are predominantly involved. Within each category, companies are further grouped by terminal, port or area and according to the number of man-hours paid during the year. Awards are presented to those qualifying member companies having the lowest lost-time injury/illness incidence rate within their respective category and group. In addition, awards are presented to the ILWU longshore, clerk and foreman locals based on similar criteria.

Winners are listed above.

Ports America discharges containers at the Port of Long Beach.

2009 Industry Overview

Economic Significance of West Coast Ports

Metro Ports works a ship at Pier G, Long Beach.

Despite decreases in 2008 and 2009, containerized cargo movement through West Coast ports has more than doubled in the past two decades – to a total of more than 13 million loaded container TEUs (twenty-foot equivalent units). With cargo ranging from tennis shoes and personal computers to heavy equipment and produce, these containers carry many of the staples of our economy.

As the primary gateway for international trade between the United States and Asia, the economic impact of the West Coast ports is staggering. When non-containerized goods such as bulk cargo and autos are included, West Coast port activity supports 8 million U.S. jobs, from transportation and logistics to manufacturing, retail and commercial endeavors, based on a 2008 report. The domestic business impact of this trade is roughly equal to the GDP of Canada or South Korea.

The National (and Global) Transportation Network

Once on land, imports moving through the West Coast ports are carried by rail and truck to destinations across the United States. Exports, too, come from around the nation. The ports, then, are one piece in a much larger transportation infrastructure: highways, rail lines, distribution centers, warehouses and final destinations such as factories, stores and homes.

The significance of West Coast cargo movement is not limited to any one region of the country, or to any one industry. The West Coast ports truly supply the nation, and in the coming years, further investment in infrastructure and technology – including new cargo-handling technology – will be essential to enabling these national assets to continue playing this vital role.

Waterfront Work: More than 14,000 jobs

As of December 2009, PMA members employed more than 14,000 registered workers at 29 West Coast ports, and thousands more "casual" workers, who typically work part-time. These workers are engaged in all kinds of cargo-handling operations – from lashing containers to driving yard equipment to operating the huge gantry cranes that line most major port terminals. Some are also involved in clerical tasks to keep track of the nearly 1 million tons of cargo that move through West Coast ports on a daily basis.

Since the 2002 labor agreement that brought widespread use of technology to West Coast ports, the registered workforce has grown by more than 34 percent. This increase is despite a lack of registration in 2008 – 2009, due to the current economic climate.

SUPPLEMENTARY AREA AGREEMENTS

Local	Effective
Southern California	
13 – Supplementary Agreement for Gearmen	7/1/08
13 – Sweepers' Agreement	7/1/96
13 – Lines Handling Agreement	7/1/08
13 – Mechanics' Port Supplement	7/1/08
13, 29 & 46 – Industry Travel Agreement	5/17/88
26 – Watchmen's Agreement	7/1/08
29 – Lines Handling Agreement	1/25/88
29 – Foremen's Port Supplement	11/1/73
29 – Gearmen's Port Supplement	1/29/09
29 – Mechanics' Port Supplement	1/25/88
46 – Mechanics' Port Supplement	3/17/97
46 – Mechanics'/Gearmen Port Supplement	4/8/91
63 – Clerks' Port Supplement	11/10/53
94 – Foremen's Port Supplement	7/1/84
Northern California	
10 – APL Mechanics' Agreement	7/1/02
10 – Crockett Gantry Maintenance Agreement	7/1/99
10 – Miscellaneous Dock Workers	11/1/99
10 – Mechanics Port Supplement	7/1/08
10 – Rotary Dispatch Rules	9/16/95
14 – Working and Dispatching Rules	7/1/81
18 – Working and Dispatching Rules	10/6/87
34 – Clerks' Port Supplement	12/22/52
54 – Working and Dispatching Rules	11/23/87
75 – Watchmen's Agreement	7/1/08
75 – Watchmen's Supplement	7/1/02
91 – Walking Boss Port Supplement	11/1/99
92 – Walking Boss Supplement (Eureka)	7/1/81
Pacific Northwest: Oregon	
4 – Mechanics' Port Supplement	4/9/01
4 – Gear and Locker Agreement	7/2/88
4 – Dispatching Rules (LRC Agreement)	5/12/82
4 – Baggage Handling Agreement	5/30/86
4 & 8 – Lines Agreement	1/10/09
4, 8 & 21 – Shipboard Bulk Grain Operators' Agreement	1/8/05
4, 8, 12, 21, 50 & 53 – Area Travel Agreement	12/1/84
4, 8, 21, 50 & 53 – Columbia River and Newport Working and Dispatching Rules	10/4/86
8 – Baggage Handling Agreement	11/27/90
8 – Gearmen, Mechanics' and Millwrights' Agreement	6/27/09
12 – Gear and Locker Agreement	6/18/88
12 – Working and Dispatching Rules	10/31/87
21 – Gear and Locker Agreement	6/18/88
21 – Dispatching Rules	3/1/79
21 – Port of Kalama Lines Handling Agreement	7/1/90
21 & 50 – Boat Rental Agreement	12/31/07
40 – Clerks' Port Supplement	3/31/58
50 – Lines Agreement	11/5/96
92 – Walking Boss Supplement	7/1/78
Pacific Northwest: Washington	
7 – Working and Dispatching Rules	6/1/60
19 – Working and Dispatching Rules	6/20/60
19 – Lines Handling Agreement	12/12/03
19 – Gear and Locker Agreement	12/12/03
19 – Seattle Mechanics' Supplement	12/12/03
19 & 23 – Shipboard Bulk Grain Operators' Agreement	1/8/05
23 – Working and Dispatching Rules	6/17/88
23 – Lines Handling Agreement	10/15/08
23 – Gear and Locker Agreement	8/19/04
23 – Tacoma Mechanics' Supplement	10/3/08
24 – Working and Dispatching Rules	5/9/60
25 – Working and Dispatching Rules	2/10/73
27 – Working and Dispatching Rules	9/30/58
32 – Working and Dispatching Rules	5/26/89
47 – Working and Dispatching Rules	1/19/89
47 – Olympia Mechanics' Agreement	5/1/97
51 – Working and Dispatching Rules	1/13/73
52 – Working and Dispatching Rules	12/15/88
98 – Foremen's Port Supplement	12/9/98

Labor Agreements

The ILWU-PMA coastwise agreements remain in effect until 5:00 p.m., July 1, 2014.

Coast Agreements	EFFECTIVE
Longshore and Clerks' Agreement	7/1/08*
Walking Bosses and Foremen's Agreement	7/1/08**

* MOU was signed 07/28/2008

** MOU was signed 07/31/2008

Labor Dispatch

Work on the waterfront, both loading and unloading of ships and barges and in marine terminals, has historically been performed by a work force employed on a daily basis. A daily laborer, as contrasted with someone hired as a full-time or steady employee, is hired for a single work shift and, if needed, may be asked to return each day until a certain work task is completed.

Daily employment allows the individual longshore employee, within certain limitations, the choice both of making himself or herself available for a work assignment on any given day and of taking a particular job for which he or she is qualified. Registration, dispatch and benefits eligibility rules specify minimum availability and work requirements that are expected of longshore registrants.

At an increasing pace during the past several decades, more regular or steady employees have been added to company payrolls, but the majority of the work is still performed by registered members of the ILWU who are dispatched on a daily basis.

Within the West Coast longshore industry the term *casual* identifies recognized workers dispatched to jobs who are not jointly registered longshore employees, clerks, or foremen. Casuals are dispatched only after all available Class "A" and Class "B" registrants have been dispatched.

Jones Stevedoring discharges steel rails at the Port of Tacoma.

Working Times and Wage Rates

The standard first and second work shifts are eight hours in length. The *first shift* normally begins at 0800, and the *second shift* begins at 1800 (1900 in the San Francisco Bay Area). The standard *third shift* begins at 0230 or 0300 at the option of the employer and is generally five hours in duration.

Meal time is one hour beginning at 1100, 1130, or 1200 on the first shift and beginning at 2200 or 2300 on the second shift (2300 or 2400 in the San Francisco Bay Area). Employees are entitled to a 15-minute relief period around the midpoint of each work period.

The *straight time rate* is to be paid for the first eight hours worked between 0800 and 1800 Monday through Friday. The *second shift rate*, which is 1.333333 times the straight time rate, is to be paid for the first 8 hours worked on the second shift Monday through Friday.

The *first and second shift overtime rate* (1.5 times the straight time rate) is to be paid for all other hours on the first and second shifts on weekdays and all first and second shift hours on weekends and Agreement holidays.

The *third shift rate*, which is 1.6 times the straight time rate, is to be paid for the first five hours worked on the third shift Monday through Friday. The *third shift overtime rate* of 1.8 times the straight time rate is to be paid for all other hours worked on the third shift on weekdays and for all hours worked on the third shift on weekends and Agreement holidays.

Effective November 23, 2002, three *Skill Rates* were defined for several specific types of longshore and clerk work. Skill Rates are calculated by adding specific amounts to the appropriate base wage rate, and all shift and overtime rates are calculated from this adjusted base rate. Those amounts are shown in the following table.

Longshore & Clerk Skills	SKILL RATE
Longshore Skill I & Clerk Supervisor	$2.40
Longshore Skill II & Kitchen/ Tower/Computer Clerk	$4.67
Longshore Skill III & Chief Supervisor & Supercargo	$5.80

Longshore mechanics' skill rates, referred to as 20% and 30% skills, are calculated by applying the appropriate skill percentage to the longshore base wage rate.

The straight time hourly wage rate paid for longshore and clerk work is based on the total number of hours (work experience) that have been paid previously to the individual performing the work. The basic straight time hourly longshore and clerk wage rate is paid to those individuals who have accumulated more than 4,000 hours prior to the week for which the payment is being made. Experience rates of pay are paid to those with less than 4,000 hours work experience in accordance with the following formulas.

Work Experience Group	
4,001 or more hours:	Basic Straight Time Rate of Pay
2,001 through 4,000 Hours:	Basic S/T Rate x 0.72053526 + $3.00
1,001 through 2,000 Hours:	Basic S/T Rate x 0.72053526 + $1.00
0 through 1,000 Hours:	Basic S/T Rate x 0.72053526

For the handling of certain specified cargos, cargo conditions, or working conditions, cargo penalty rates are paid. These penalty rates, which range from 15¢ to $1.20 per hour (the explosives penalty is equivalent to the base straight time rate), are also added to the straight time rate. All second shift work under penalty conditions is paid at the appropriate shift or overtime rate

HISTORY OF LONGSHORE STRAIGHT TIME WAGE RATES

Effective Date	Hourly Rate Increase		Rate
August 13 1906		–	$ 0.55
May 27 1917	$ 0.15	27.3%	0.70
July 1 1918	0.10	14.3	0.80
December 9 1919	0.10	12.5	0.90
December 10 1932	(0.15)	-16.7	0.75
December 10 1933	0.10	13.3	0.85
July 1 1934*	0.10	11.8	0.95
February 20 1941	0.05	5.3	1.00
February 4 1942	0.10	10.0	1.10
October 1 1944	0.05	4.5	1.15
October 1 1945	0.22	19.1	1.37
November 17 1946	0.15	10.9	1.52
January 1 1947	0.05	3.3	1.57
December 15	0.08	5.1	1.65
February 10 1948	0.02	1.2	1.67
December 6	0.15	9.0	1.82
September 30 1950	0.10	5.5	1.92
June 18 1951	0.05	2.6	1.97
June 16 1952	0.13	6.6	2.10
June 15 1953	0.06	2.9	2.16
December 20 1954	0.05	2.3	2.21
June 13 1955	0.06	2.7	2.27
June 18 1956	0.02	0.9	2.29
October 1	0.16	7.0	2.45
June 17 1957	0.08	3.3	2.53
June 16 1958	0.10	4.0	2.63
June 15 1959	0.11	4.2	2.74
June 13 1960	0.08	2.9	2.82
June 12 1961	0.06	2.1	2.88
July 30 1962	0.18	6.3	3.06
June 17 1963	0.13	4.2	3.19
June 15 1964	0.13	4.1	3.32
June 14 1965	0.06	1.8	3.38
July 1 1966	0.50	14.8	3.88
June 28 1969	0.20	5.2	4.08
June 27 1970	0.20	4.9	4.28
December 25 1971	0.42	9.8	4.70
July 1 1972	0.40	8.5	5.10
June 2 1973	0.25	4.9	5.35
June 30	0.15	2.8	5.50
June 1 1974	0.30	5.5	5.80
June 29	0.30	5.2	6.10
January 4 1975	0.12	2.0	6.22
June 28	0.70	11.3	6.92
July 3 1976	0.60	8.7	7.52
July 2 1977	0.85	11.3	8.37
July 1 1978	0.85	10.2	9.22
June 30 1979	0.85	9.2	10.07
June 28 1980	0.85	8.4	10.92
July 4 1981	1.30	11.9	12.22
July 3 1982	1.30	10.6	13.52
July 2 1983	1.25	9.2	14.77
June 30 1984	0.80	5.4	15.57
June 29 1985	0.85	5.5	16.42
June 28 1986	0.85	5.2	17.27
July 4 1987	2.16	**	19.43
July 2 1988	0.40	2.1	19.83
July 1 1989	0.50	2.5	20.33
June 30 1990	0.67	3.3	21.00
June 29 1991	0.78	3.7	21.78
July 4 1992	0.70	3.2	22.48
July 3 1993	0.20	0.9	22.68
June 29 1996	2.00	8.8	24.68
June 28 1997	1.00	4.1	25.68
July 3 1999	1.00	3.9	26.68
July 1 2000	0.50	1.9	27.18
June 30 2001	0.50	1.8	27.68
June 28 2003	0.50	1.8	28.18
July 3 2004	0.50	1.8	28.68
July 2 2005	1.00	3.5	29.68
July 1 2006	0.50	1.7	30.18
June 30 2007	0.50	1.7	30.68
June 28 2008	0.50	1.6	31.18
July 4 2009	0.50	1.6	31.68

* A "6 hour day, 30 hour week" was incorporated into the first coastwise industry agreement in 1934. This was the result of a decision by a presidentially appointed arbitration board. Commonly referred to as the "6 and 2" rule, this contract provision called for 6 hours' straight time pay and 2 hours' overtime pay for 8 hours' work for most longshore jobs on the regular day shift.

** The "6 and 2" pay provision was converted to an 8 hour pay rate effective July 4, 1987. There was no wage increase; 6 hours at $17.27 and 2 hours at the overtime rate of $25.905 are equivalent to 8 hours at $19.43. Other cost increases inherent in the conversion were partially offset by other contract provisions.

China Shipping calls at the Port of Los Angeles.

plus 1.333333 times the cargo penalty rate, and all overtime and third shift work under penalty conditions is paid at the appropriate overtime or shift rate plus 1.5 times the basic cargo penalty rate.

Registered employees who are ordered to a job and "turned to" are guaranteed eight hours pay on the first and second shifts and five hours pay on the third shift; other employees are guaranteed four hours pay. Employees working as 30% Walking Bosses/ Foremen, when ordered to a job and turned to, are also paid their extended time in addition to the appropriate eight-hour or four-hour guarantee.

The International Longshore and Warehouse Union

The Longshore Division of the International Longshore and Warehouse Union (ILWU) represents waterfront employees on the U.S and Canadian Pacific Coast, Hawaii and Alaska.

History

The ILWU was formed in 1937, under the leadership of Harry Bridges, out of District 38 of the International Longshoremen's Association (ILA). James "Jimmy" R. Herman succeeded Harry Bridges in 1977 and served as the second president of the ILWU until 1991.

Recent presidents include:

- David Arian (1991-1994)
- Brian McWilliams (1994-2000)
- James Spinosa (2000-2006)

In 2006, Robert McEllrath was elected president. He was re-elected in 2009.

The other Titled Officers are Ray Familathe, Vice President (Mainland); Wesley Furtado, Vice President (Hawaii); and William E. Adams, Secretary-Treasurer.

The Longshore Division

The Longshore Division of the Union is made up of locals that are defined along occupational lines: longshore workers, clerks and walking bosses/foremen. In each of the four geographic divisions — Washington and Puget Sound; Oregon and the Columbia River; Northern California; and Southern California — there are several Longshore locals, one Clerk local and one Walking Boss or Foreman local.

Governing Body

The ILWU Longshore Division is governed by the Division's Coast Committee, which consists of President Robert McEllrath, Vice President Ray Familathe and Committeemen Ray Ortiz, Jr., and Leal Sundet. The Longshore Division holds periodic Caucuses to which each local sends representatives, where policy is established, collective bargaining demands formulated and other union business is conducted.

Longshore workers handle the loading and unloading of ships and barges, stuff and unstuff certain containers, handle lines, maintain stevedoring gear and perform many other activities.

The Clerks process the cargo information for delivery and shipment.

The Walking Bosses or Foremen are in charge of the loading and unloading operation and report to the stevedoring company superintendent.

The Longshore Division makes up about one-fifth of the ILWU's total membership. The bulk of the remaining membership consists of: longshore members in Alaska, Hawaii and British Columbia, Canada; warehousing workers; office workers; workers in Hawaiian sugar and pineapple plantations and processing plants; Hawaiian hotel and tourism workers; the Inlandboatman's Union, the Marine Division of the ILWU; and various other groups.

More than 14,000 registered workers are employed at West Coast ports.

A longshore worker places a shackle on a sling in preparation for a heavy lift.

2009 Industry Benefits

Longshore workers handle cargo at the Port of Stockton.

The ILWU benefits package includes comprehensive health care coverage, a pension plan, a 401(k) savings plan, and vacation and holiday pay. Following is an overview of the benefits program; more information may be found at the PMA website (www.pmanet.org) or through the ILWU-PMA Benefit Plans Office, funded by the PMA.

For health coverage, registrants and retirees (and eligible dependents) generally have a choice between HMO coverage and a self-insured PPO plan; new registrants enter an HMO for the first 24 months. In either case, workers pay no premiums. The PPO covers basic hospital, medical and surgical benefits at 100% of scheduled limits, regardless of whether the treatment is received in-network or out-of-network. If there are remaining out-of-network charges, the PPO pays for those up to 80% of Usual, Customary and Reasonable limits. The PPO has an annual family deductible of $300 and out-of-pocket maximum of $1,000. The PPO also provides prescription drug coverage with a $1 co-pay per prescription.

The employers spend more than $1.5 million per day for health coverage for registrants, retirees and their dependents. Registrants and retirees generally have access to dental and vision benefits for themselves and their dependents at little or no cost, as well as employer-paid life insurance coverage. Active registrants receive employee-paid disability coverage.

The industry Pension Plan has seen major upgrades in recent years. Currently, the maximum yearly retirement benefit is $66,600 – more than twice the benefit that was available one decade earlier. In addition, workers have access to a 401(k) savings program and receive a PMA contribution, which can be as much as $2,000 per year for longshore workers and marine clerks, and $11,200 per year for walking bosses and foremen.

Registrants also receive 13 paid holidays each year, and up to six weeks of paid vacation. Other worker benefits include a pay guarantee plan, an industry travel system, a CFS program fund and payments for up to 85% of the expenses of the jointly operated dispatch halls.

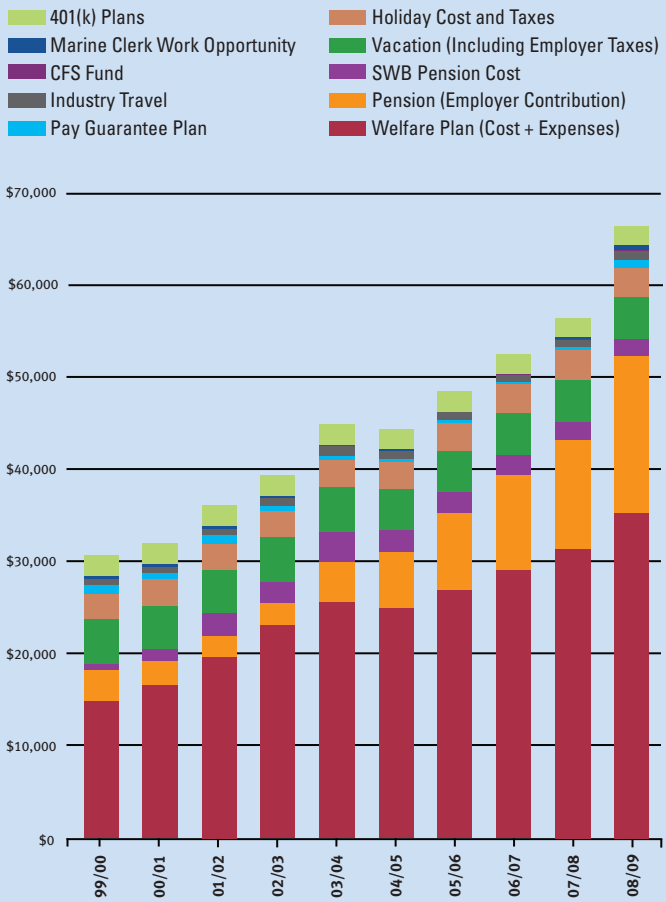
The graphs to the right show the total benefits costs for the industry, which were $969 million for the fiscal year ending June 30, 2009, up 158% since 2002, and the cost per active participant of $66,405 for the same period, which increased by 84% since 2002.

For information on specific benefits that comprise this overall program, please turn to the following pages.

Rail operations at the Port of Long Beach.

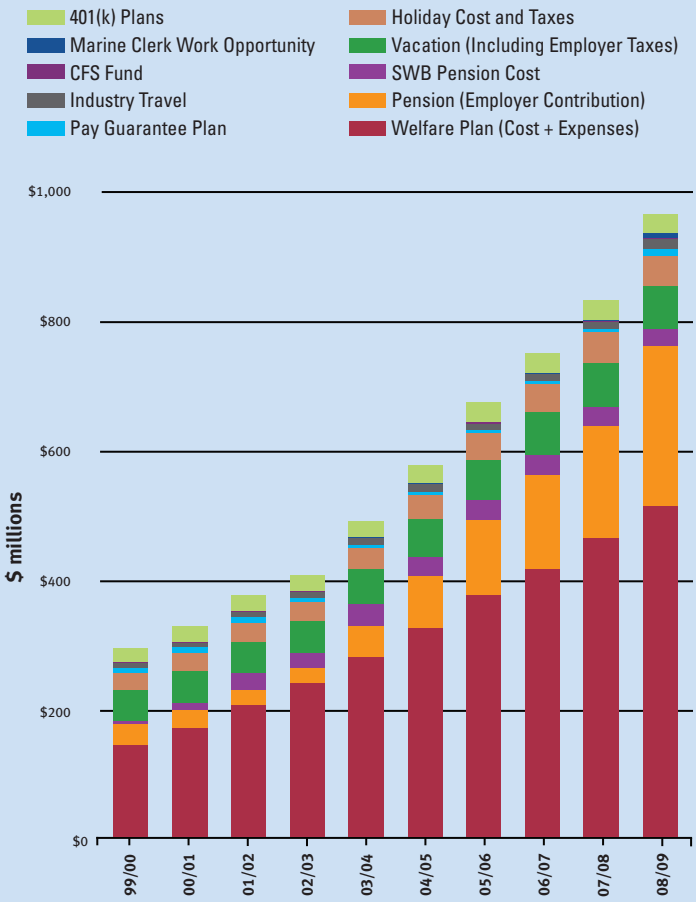
TOTAL BENEFITS COSTS PER ACTIVE REGISTRANT

1999/00 through 2008/09



TOTAL BENEFITS COSTS

1999/00 through 2008/09



RETIREES BY YEAR

Year	Normal	Early	Disability	Total
2000	84	134	59	277
2001	36	53	41	130
2002	78	103	40	221
2003	166	309	57	532
2004	98	162	34	294
2005	84	80	38	202
2006	102	196	43	341
2007	91	102	32	225
2008	139	55	25	219
2009	**231**	**202**	**45**	**478**

The table *Retirees by Year* shows the number of longshore, clerk and foreman retirees by calendar year. *Normal* includes those retiring at or after age 65, normal retirement age; *Early*, those retiring at ages 55-64; and *Disability*, those retiring on a disability pension.

PENSION BENEFITS FOR NORMAL RETIREMENT

(the following benefits were effective July 1, 2009)

Retirement Date	Max Yrs. of Svc.	Rate Per Mo/Yr.	Max. Mo. Benefit
Before 7/81	25	$86	$2,150
7/81-6/84	30	86	2,580
7/84-6/87	33	86	2,838
7/87-6/93	35	86	3,010
7/93-6/99	35	88	3,080
7/99-7/02	35	100	3,500
7/02-6/08	35	150	5,250
7/08-6/10	**37**	**150**	**5,550**

The table *Pension Benefits for Normal Retirement* shows maximum pension benefits by retirement date. Also shown are the maximum years of service which may be credited toward benefit accrual and the benefit rate per month per year of credited service by retirement date.

FRACTIONAL BENEFIT ACCRUAL

Credited Annual Hours	Monthly Benefit Accrued
1,300	$150.00
1250	144.23
1200	138.46
1150	132.69
1100	126.92
1050	121.15
1000	115.38
950	109.62
900	103.85
950	98.08
900	92.31

The table *Fractional Benefit Accrual* shows examples of monthly benefit accruals for the credited annual hours between 800 and 1,300. The example is based on the monthly normal retirement rate effective on or after July 1, 2009. A minimum of 800 credited hours per payroll year is required to earn a qualifying year of service for vesting and eligibility.

ILWU-PMA Pension Plan

The "Normal Retirement Date" is age 65 or the fifth anniversary of the date of participation, whichever is later. Reduced retirement benefits are payable for Early Retirement as early as age 55 with 13 years of service.

Effective July 1, 2008, the rate of pension benefit accrual for longshore employees retiring on or after July 1, 2008, was $150 per month per year of qualifying service. This rate provides a maximum monthly pension benefit of $5,550 for a participant with 37 or more years of qualifying service retiring at age 62 or later. For those with at least 13 years of qualifying service taking early retirement between ages 55 and 62, the benefit is reduced for each year before age 62 (5% or fraction thereof for each year).

A $500 monthly "bridge" supplement is paid, until Social Security Retirement age, for those who retire at age 62 with at least 25 years of service. For those taking an early retirement between the ages of 55 and 62, this "bridge" supplement is reduced by an amount determined by the retiree's exact age (in years and months) at retirement.

During the 2008 bargaining, several improvements were agreed to including a $30 increase in the rate of pension accrual per year of service, which will become effective beginning July 1, 2011 in increments of $10 over the final three years of the contract. In addition, beginning July 1, 2008, maximum pension benefits are based on 37 years of service at retirement. Prior to July 1, 2008, 35 years of service was the recognized maximum. Surviving spouses and dependent child survivors of plan participants who die after July 1, 2008 receive a benefit equal to 75% of the amount per month per qualifying year of service that would have been received by the longshoreman were he still alive. Two early retirement windows beginning 2009 and 2012 were also agreed to, along with certain other enhanced benefits, rights and features.

Disability pensions have no minimum age but do require a minimum of 13 years of service. The monthly benefit is the same amount as the Normal Retirement Benefit (with no reduction for its early commencement) except that no supplement is payable.

Effective July 1, 2008, all surviving spouses of actives who retired prior to July 1, 2008, receive up to a maximum of 65% of the pensioner's basic pension benefit (excluding any supplement).

Effective with the 1994 payroll year, a year of service for benefit accrual is established when a registered participant is paid or is credited with 1,300 hours. Creditable hours include work, travel, and vacation hours, as well as equated hours for PGP, paid holidays, and unemployment insurance payments.

A participant who is credited with fewer than 1,300 hours but at least 800 hours in any payroll year will earn a fraction of a year of service for benefit accrual determined by dividing the number of credited hours by 1,300. Years of Service credited prior to 1994 are not subject to reduction in benefit accrual based on hours credited.

A minimum of 800 credited hours per payroll year is required to earn a qualifying year of service for vesting and eligibility. A participant is vested after five qualifying years of service or, if earlier, at normal retirement date.

The Plan Trustees have adopted the Cliff Vesting option. Benefits are 100% vested after five qualifying years of service. If a participant leaves the plan prior to the vesting date, no partial benefits are received. Once vested, a participant's earned qualifying years of service remain credited for life. The Plan is non-contributory for the participants and is completely funded by employer contributions.

Retirees, Pensioners and Surviving Spouses

The table to the right shows the number of pension benefit recipients by calendar year.

Effective April 1, 1990, the Plan commenced payment of vested pension benefits to actively employed participants who had attained age 70½ on or after July 1, 1988. These monthly payments, which are referred to as In-Service Distributions, are equal to the amount of the monthly pension to which the participant would be entitled if he retired, and the payments commence on April 1 of the year following his having attained age 70½. The in-service distribution rules under the Plan were eliminated for participants reaching age 70½ after the end of the 2002 calendar year.

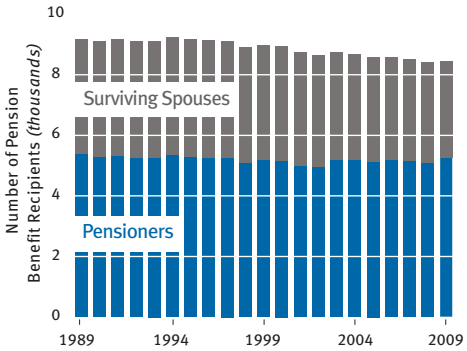
At the end of 2009, the Plan was paying $23,559,512 per month to 8,590 benefit recipients. These monthly benefits include payments from the Supplemental Welfare Benefit Plan established pursuant to the Longshore and Clerk Memorandum of Understanding of July 1, 1999.

ILWU-PMA Supplemental Welfare Benefit Plan

An additional income supplement is paid from the ILWU-PMA Supplemental Welfare Benefit Plan for registrants who retired before July 1, 2002 under the ILWU-PMA Pension Plan. Effective July 1, 2009, the additional monthly Supplemental Welfare Benefit Plan benefit payable to these individuals is shown in the chart below. As agreed to in bargaining, the SWB Plan will be terminated as of July 1, 2011 and the Pension Plan will be amended to provide the benefits currently payable under the SWB Plan.

NUMBER OF BENEFIT RECIPIENTS BY YEAR

	PENSIONERS					SURVIVING SPOUSES			
	Normal/ Early	Dis- ability	In- Service	QDRO	Sub- total	Post- Retire	Pre- Retire	Sub- total	Total
2000	3,656	1,240	134	126	5,156	3,395	375	3,770	8,926
2001	3,510	1,212	149	143	5,014	3,337	400	3,737	8,751
2002	3,463	1,180	161	159	4,963	3,237	430	3,667	8,630
2003	3,699	1,168	158	179	5,204	3,085	456	3,541	8,745
2004	3,731	1,136	138	195	5,200	3,004	487	3,491	8,691
2005	3,685	1,112	120	201	5,118	2,954	496	3,450	8,568
2006	3,776	1,097	96	226	5,195	2,874	502	3,376	8,571
2007	3,763	1,055	83	247	5,148	2,831	519	3,350	8,498
2008	3,750	1,018	71	253	5,092	2,778	530	3,308	8,400
2009	**3,996**	**999**	**60**	**278**	**5,333**	**2,712**	**545**	**3,257**	**8,590**



ILWU-PMA Welfare Plan

The ILWU-PMA Welfare Plan provides comprehensive health care and related benefits to qualified active and retired participants and their qualified dependents.

Plan Funding

The Plan is primarily funded by PMA through employer assessments on tonnage and payroll hours. If an employee is required to contribute to the California State Disability Insurance Program, the employee's contribution to the Plan is reduced by the amount of the employee's payment to that Program.

The Trustees set the employee contribution rate. In setting the rate, the parties customarily adhere to the annual recommendation of the Plan Consultant. This is based on the sufficiency of the current rate of employee contributions in relation to the "Weekly Indemnity" and the "Non-Industrial Disability Supplement" benefits.

Contributions to the Widows' Independent Living Subsidy Program ceased in 2008.

Tenure of the Agreement

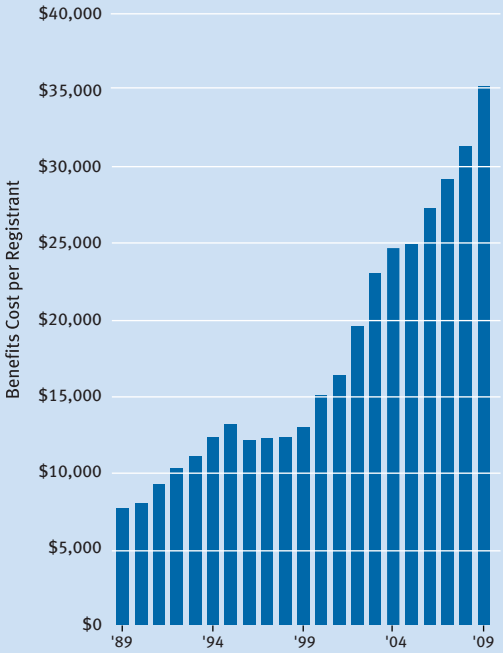
The Plan runs concurrently with the 2008-2014 Pacific Coast Longshore and Clerk's Agreement. Unless provided to the contrary, extension or renewal of the Pacific Coast Longshore and Clerks' Agreement extends the Plan, and the Plan remains in effect for the period of the extension or renewal. If the Plan were to be terminated, the remaining assets of the Plan would be used for payment of benefits until the assets were exhausted.

ILWU-PMA SUPPLEMENTAL WELFARE BENEFIT PLAN

Date of Retirement	SWB Benefit	Pension Benefit	Combined Retirement Income
Before July 1, 1987	$32	$51	$83
July 1, 1987 to June 30, 1993	$17	$66	$83
July 1, 1993 to June 30, 1996	$11	$73	$84
July 1, 1996 to June 30, 1999	$8	$76	$84
July 1, 1999 to June 30, 2002	$5	$95	$100

ILWU-PMA WELFARE PLAN BENEFITS COSTS PER ACTIVE REGISTRANT

Fiscal Years 1989-2009



Total Welfare Plan benefits costs—for the active registered work force and dependents and for retirees and covered dependents—for each fiscal year are divided by the count of active registrants at the end of the previous payroll year (mid-point of the fiscal year). For example, costs for 2007/2008 are divided by the count of active registrants at the end of 2007.

ILWU members pay no health care premiums, and receive 100 percent coverage for standard medical benefits.

Who is Eligible for ILWU-PMA Welfare Plan Benefits

An overview of eligibility requirements, by eligibility category for Welfare Plan participation, is shown below. The Plan Trustees are the final arbiters of eligibility.

Active Registrants: Only persons who have industry registration may become eligible for Welfare Plan benefits. An annual review is conducted by the Trustees prior to July 1. Each active registrant's record of covered employment for the preceding payroll year is used to determine whether the registrant has established eligibility for the succeeding 12 months (July through June).

In major ports, a registrant will be eligible effective July 1 for 12 months of welfare coverage if a minimum of 800 hours were credited in the preceding payroll year, or if a minimum of 400 hours were credited in the last half of the preceding payroll year. The same requirements apply to minor ports except that the hours requirement is 480 hours in the preceding payroll year or 240 hours in the last half of the preceding payroll year.

A mid-year review is also conducted by the Trustees prior to January 1 to determine eligibility for those active registrants who do not hold 12-month eligibility from the previous July 1. An active registrant may receive eligibility for January through June if sufficient hours of covered employment have been credited for the registrant in the first half of the preceding payroll year. In major ports, at least 400 hours must have been worked or credited in the first half of the preceding payroll year.

A container is loaded onto a truck at Pier C, Long Beach.

In minor ports, at least 240 hours must have been worked or credited in the first half of the preceding payroll year. No port has qualified for Minor Port status for Welfare Plan eligibility purposes since the disestablishment of Local 49 in Crescent City.

New Registrants: Longshore and clerk registrants who were registered after July 1, 2008 in ports with HMO coverage will be covered by the HMO programs for the first twenty-four months of registration, with no requirement for 400 hours of work for initial eligibility coverage. Additionally, new registrants after July 1, 2008 in ports with *no* HMO coverage will be covered by the Coastwise Indemnity Plan for the first twenty-four months of eligibility. Thereafter, the Welfare Plan's normal eligibility requirements for continuation of coverage will apply.

Pensioners: Most Welfare Plan participants who become pensioners have Welfare Plan eligibility beginning on the day they become pensioners. All disability pensioners have Welfare Plan eligibility. All participants who are registered when they retire on a normal pension with a separation date on or after July 1, 1984 have eligibility except for the following:

- Pensioners whose separation date was on or after July 1, 1988, and who accrued fewer than five years of credited pension service, and
- Deferred pensioners whose separation date was before age 55 or whose normal pension benefit has not commenced.

Adult Dependent Spouse Survivor: A surviving spouse receiving a survivor pension has Welfare Plan eligibility as well as any qualified dependent children provided that the pension is claimed through a Pensioner who had Welfare Plan eligibility upon death or through an active participant who would have been entitled to Welfare Plan eligibility had retirement occurred on the date of death. Welfare Plan eligibility ends when the adult dependent spouse survivor remarries.

Dependent Child Survivor: A deceased pensioner's dependent child has Welfare Plan eligibility as a dependent child survivor for the period that the child receives survivor pension benefits. A deceased active registrant's dependent child who is eligible to receive a survivor pension has Welfare Plan eligibility for the period that survivor pension benefits are received.

Surviving Dependent Spouse or Child: The dependent spouse or child of a deceased eligible active registrant has Welfare Plan eligibility for four years immediately following the registrant's death. Welfare Plan eligibility ends when the surviving dependent spouse remarries.

The four-year limitation is eliminated if the deceased eligible active registrant has five or more pension qualifying years. In such case, the dependent spouse has Welfare Plan eligibility until the spouse remarries, and the dependent child has Welfare Plan eligibility to age 19 (age 23 if a student).

Dependents: The qualified dependent spouse and qualified dependent children of an eligible active registrant or pensioner are eligible for Welfare Plan benefits. Eligibility as a dependent continues as long as the person through whom the dependent claims remains eligible, or until the dependents themselves cease to be qualified for dependent status.

Surviving Employee Retirement Income Security Act (ERISA) Spouse: A surviving spouse of a pensioner who died on or after July 1, 1987, who was married for at least one year at the pensioner's date of death, (and who would have qualified as an adult survivor pensioner under ERISA before the laws were changed in 1984) has welfare plan eligibility. Welfare Plan eligibility ends when a surviving ERISA spouse remarries.

Widows' Independent Living Subsidy Program (WILSP)

Effective July 1, 1978, the Widows' Independent Living Subsidy Program was implemented as part of the Plan. This program provides a cash subsidy benefit and Medicare supplement benefits. Benefits are available to certain widows of pensioners under the ILWU-PMA Pension Plan who died prior to July 1, 1964, and effective 1982, certain widows of active registrants who died prior to July 1, 1975, and satisfied other requirements. Effective September 1, 2007, eligibility was expanded to include certain widows of active registrants who had previously not been eligible to receive benefits under the WILSP.

Payment for Benefit Coverage

Most benefits are paid directly from the Plan's own assets. The Plan does utilize medical care service providers and insurance companies for some of the benefits covered by the Plan.

VACATION BENEFITS, TAXES & EXPENSES

Payroll Year in which earned:	
2009*	**$65,520,300**
2008	69,105,471
2007	67,806,760
2006	65,756,643
2005	62,413,610

Includes vacation benefits, taxes and expenses.

Vacation benefits are paid in the first full payroll week in February for vacations earned in the prior payroll year.

*Estimated benefits.

ANNUAL HOURS REQUIREMENTS FOR VACATION ELIGIBILITY

Average Port Hours	Under Age 60		Age 60 and over	
	1 wk	2 wks	1 wk	2 wks
1,300 or more	800	1,300	700	1,200
1,200 - 1,299	700	1,200	600	1,100
1,100 - 1,199	676	1,100	600	1,100
1,000 - 1,099	615	1,000	600	1,000
900 - 999	552	900	552	900
less than 900	552	800	552	800

The cost of benefits has grown to more than $66,000 per active registrant.

Vacation Plan

A basic one-week or two-week vacation is paid according to the qualifying hours credited an eligible registrant in the previous payroll year. An individual who is registered and qualified on December 31 of the calendar year in which the vacation is earned receives a vacation with pay.

Payment is made at the straight time hourly rate prevailing on January 1 of the calendar year in which the vacation is paid. Each week of vacation is paid at 40 times the registrant's applicable straight time hourly rate or appropriate skilled straight time rate. Vacation payments are made in early February.

A skilled rate applies when at least half of the qualifying hours are paid at a skilled rate. The skilled rate payable is the highest skill rate at which accumulated skilled hours equal at least 25% of the qualifying hours for a basic one- or two-week vacation.

Basic one-or two-week vacation eligibility requirements are based on the age of the registrant and the average hours of the individual's registration port.

"Average port hours" are calculated separately for longshore, clerk and foreman registrants and are the average hours paid in the "port of registration" during the payroll year, excluding those with fewer than 100 hours.

Description of Year of Service for Vacation

A Year of Service for vacation eligibility is a payroll year in which the registrant is credited with at least 800 combined hours paid and equivalenced hours of Pay Guarantee Plan payments. After registration, service in the Armed Forces of the United States is considered qualifying time.

Service as a full-time Union official or as a joint employee of a Labor Relations Committee, Welfare Fund, Pension Fund, or of any joint entity of the ILWU and the PMA is considered qualifying time.

Continuous absence due to work-related injury for which an employee received Worker's Compensation is considered qualifying time. Temporary absence due to compensable temporary partial disability because of industrial illness or injury shall also be considered qualifying time.

Extra Benefits for Clerks and Foremen

Clerks and walking bosses/foremen receive additional hours of vacation pay, depending on the total hours paid to the individual in the previous payroll year. Clerks receive two additional hours for each 50 hours paid in excess of 2,024 in the previous payroll year, up to a maximum of 16 additional

A longshore worker practices sorting pipes during training.

hours. Walking bosses and foremen receive two additional hours for each 100 hours paid in excess of 1,400 hours, up to a maximum of 20 additional hours.

Additional Weeks of Vacation

Up to four additional weeks of vacation may be earned and paid, based on the number of past years of service in which a registrant received a basic one-week vacation. The requirements are shown in the table on the right.

To receive a third week of vacation, a registrant must have qualified for a two-week basic vacation in the previous payroll year and must also have eight total years of service with a one-week vacation. Individuals registered prior to July 1, 1990, in ports other than Seattle, Portland, San Francisco, and Los Angeles, may receive a third week of vacation if they have qualified for a two-week basic vacation in the previous payroll year, have qualified for at least a one-week basic vacation in five of the previous ten payroll years, and have been available for employment for ten or more years. "Available for employment," in this instance, means any year that the individual has been paid at least 100 longshore hours, regardless of registration status.

Eligible registrants may also receive extra weeks of vacation independent of having received a third week of vacation. For these extra weeks of vacation, the registrant must have earned one week of basic vacation and have 17 or more years of service. After 17, 23, and 25 years of service with one week of vacation, one, two, or three extra weeks of vacation are earned, respectively. Therefore, an individual with sufficient years of service may earn extra weeks of vacation without qualifying for a two-week basic vacation.

The Joint Labor Relations Committee in each port schedules vacations.

Ocean Coral arrives at the Port of Stockton.

ADDITIONAL VACATION WEEKS

Registrants who qualify for a basic one-week vacation may qualify for three additional vacation weeks based on total vacation qualifying years:

One additional week if registrant has 17 total qualifying years

– or –

Two additional weeks if registrant has 23 total qualifying years

– or –

Three additional weeks if registrant has 25 total qualifying years

Registrants who qualify for a basic two-week vacation may qualify for four additional vacation weeks based on total vacation qualifying years:

One additional week if registrant has 8 total qualifying years

– or –

One additional week if registrant has has 5 total qualifying years in the last 10, and was registered before July 1, 1990 in ports other than Seattle, Portland, San Francisco and Los Angeles, and has been available for employment 10 or more years

– or –

Two additional weeks if registrant has 17 total qualifying years

– or –

Three additional weeks if registrant has 23 total qualifying years

– or –

Four additional weeks if registrant has 25 total qualifying years

HOLIDAY PLAN

2010

January	1	New Year's Day[1]
	18	Martin Luther King's Birthday
February	12	Lincoln's Birthday
	15	Washington's Birthday
March	31	Cesar Chavez's Birthday
May	31	Memorial Day
July	4	Independence Day[3]
	5	Bloody Thursday[2]
	28	Harry Bridges' Birthday
September	6	Labor Day
November	11	Veterans' Day
	25	Thanksgiving Day[1]
December	24	Christmas Eve Day[1]
	25	Christmas Day[1]
	31	New Year's Eve Day[1]

2011

January	1	New Year's Day[1]
	17	Martin Luther King's Birthday
February	12	Lincoln's Birthday
	14	Washington's Birthday
March	31	Cesar Chavez's Birthday
May	30	Memorial Day

Holidays shown in **blue** are non-paid holidays. An employee who performs work on non-paid holidays shall receive the holiday rate of pay for time worked.

[1] No work will be performed from 1500 December 24 to 0700 December 26, 1500 December 31 to 0700 January 2, 0800 July 5 to 0700 July 6, 0800 September 6 to 0700 September 7, 0800 November 25 to 0700 November 26. The provision for no work shall not apply to passenger ships, essential military cargo, and emergencies. An extended shift may be worked from 1500 until 1700 on December 24 and from 1500 until 1700 December 31 for the purpose of finishing a ship.

[2] When a holiday falls on a Saturday or Sunday, the work schedule applies to Saturday or Sunday. However, the holiday is observed the following Monday, and payment for the holiday applies to Monday. An employee who performs work on the Monday observation date shall receive the holiday rate of pay for time worked.

[3] For 2010, Independence Day and Bloody Thursday are both observed on Monday, July 5th. This holiday is a no-work, paid holiday.

Holiday Plan

The longshore, clerks' and foremen's agreements recognize 15 holidays, of which 13 are paid holidays. There are five no-work holidays—Christmas Day, New Year's Day, Bloody Thursday, Labor Day and Thanksgiving Day. All no work holidays are "paid holidays," except for Bloody Thursday. The nine other paid holidays are normal work days, and Lincoln's Birthday is a recognized holiday although it is not a paid holiday.

Registrants are eligible to receive a paid holiday benefit provided they (1) have registration status on the date of the paid holiday and (2) have been paid or credited sufficient hours in the previous payroll year to qualify for a basic one-week vacation. To receive a paid holiday benefit, eligible registrants must be available for at least two of the five days, Monday through Friday (exclusive of the holiday), during the payroll week in which the holiday falls.

If the registrant was paid sufficient hours in the previous payroll year to qualify for a two-week basic vacation, the availability requirement is waived for paid holidays which are normal work days—i.e., Martin Luther King's Birthday, Washington's Birthday, Cesar Chavez's Birthday, Memorial Day, Independence Day, Harry Bridges' Birthday and Veterans' Day.

Those eligible for paid holidays receive pay equivalent to eight hours at the basic straight time rate whether or not they work on the holiday. All registrants who are paid for work hours on a "paid holiday" or on a recognized holiday receive wages for the hours paid at the overtime rate.

Holidays recognized by the Agreements for 2010 and for the first six months of 2011 are shown to the left.

HOLIDAY PAYMENTS BY CONTRACT YEAR

Contract Year Ended June 30

2009	**$47,552,517**
2008	47,046,953
2007	44,211,995
2006	42,462,328
2005	37,813,700

Includes expenses.
Data obtained from Audited Financial Statements.

ITS prepares a Hapag-Lloyd vessel at the Port of Long Beach.

Pay Guarantee Plan

The Pay Guarantee Plan (PGP) provides a weekly income supplement to industry registrants who meet certain eligibility criteria and are unable to obtain a week's work.

A Class "A" registrant who qualifies is guaranteed an income equivalent to a 38-hour week at the basic straight time hourly wage ($31.68 per hour for Class "A" longshore, effective July 4, 2009, or $1203.84 per week). Class "B" registrants with 5 or more vacation qualifying years receive the same guarantee. Those Class "B" registrants with fewer than five vacation qualifying years are guaranteed income equivalent to a 28-hour week ($887.04).

In general, to be eligible, a Class "A" or "B" registrant must, during the most recent four payroll quarters, have worked at least 50% of the average hours available in the home port. Further, the registrant must be available for work Monday through Friday in a given payroll week and may not refuse any work offered for which the registrant is qualified. Class "B" registrants are not eligible for benefits until after one year of registration.

The actual amount guaranteed an eligible individual each week is the difference between the four-week guarantee and the sum of earnings and other compensation received over the most recent four weeks.

The contingent PGP liability for registrants for 2009/2010 is $20,020,000. This amount is divided into quarterly amounts. One-thirteenth of each quarter's amount is available at the end of each payroll week to meet that week's obligation.

Unused funds for a week are added to the next week and so on. If funds available during a given week are insufficient to pay all the guarantees on the coast in full, the payments to all are reduced proportionally. If funds remain at the end of a quarter, a lump sum make-whole payment is given to those whose PGP payment had been reduced.

A clerk monitors operations in the Washington United Terminals control tower at the Port of Tacoma.

PAY GUARANTEE PLAN BENEFITS AND EXPENSES

Contract Year Ended June 30

	Longshore and Clerks	Walking Bosses and Foremen
2009	**$11,253,938**	**$211,344**
2008	4,288,314	110,500
2007	3,772,035	109,005
2006	4,131,285	116,697
2005	3,891,858	152,394

Includes benefits and expenses.
Data obtained from Audited Financial Statements.

The foremen's plan guarantees weekly pay equivalent to a 38-hour week at the foreman straight time rate, but PGP is suspended if the registrant's quarterly earnings exceed a negotiated limit.

ILWU-PMA Savings 401(k) Plan

The ILWU-PMA Savings 401(k) Plan went into effect on June 30, 1991. The unique status PMA holds as payroll agent for the industry on the West Coast provided the opportunity for the Parties to establish this as the first tax-qualified multi-employer 401(k) plan in the United States.

Longshore, clerk and foreman registrants may elect to defer, in increments of $1, up to $12 per hour paid each payroll week, into their 401(k) accounts. Prior to 2005, the maximum was $8 per hour. Participants age 50 and older may elect to defer, in increments of $1, up to $12 per hour paid each payroll week, an additional amount, called a Catch-up Contribution. Deferrals and Catch-up Contributions are subject to annual statutory limits. Beginning with payroll year 2009, participants may elect to defer any percentage, up to 90%, of their vacation checks into the 401(k) Plan.

The Employers contribute to a fund each year an amount sufficient to provide to the 401(k) account of each registrant, who has established a pension qualifying year in the previous payroll year, a contribution for qualifying hours paid by PMA member companies. The employer contributions are made to each account as soon as practicable following the end of each contract year. Registered walking bosses/foremen receive $5 per qualifying hour up to a maximum of 2,240 hours and longshore and clerk registrants receive $1 per qualifying hour up to a maximum of 2,000 hours.

The first employer contribution to registered walking bosses/foremen was negotiated in the 1993-96 agreement, and the first employer contribution to longshore and clerk registrants was negotiated in the 1999-2002 agreement.

INDUSTRY TRAVEL PAYMENTS

Contract Year Ended June 30

2009	**$14,741,569**
2008	12,561,299
2007	11,178,138
2006	11,037,000
2005	12,264,008

Data obtained from audited financial statements.

CFS PROGRAM FUND

Payroll Year	A-Credit (Assessment Credit)	I-Credit (Incentive Credit)	Total
2009	**$1,009,318**	**$112,146**	**$1,121,464**
2008	1,010,140	112,238	1,122,378
2007	1,206,758	134,081	1,340,839
2006	1,131,128	125,681	1,256,809
2005	1,505,256	167,250	1,672,506

Sun hits the starboard side of a CMA CGM vessel in Long Beach.

Industry Travel System

The Industry Travel System, originally called the Voluntary Travel Fund, was established to provide PMA member employers with an economic incentive to use voluntary travelers.

The purpose of the system is to provide a mechanism whereby all ports may have available qualified longshore employees in periods of peak work opportunity and to provide reimbursement for travel expenses to longshore registrants who travel to nearby ports to seek work opportunity.

Individual longshore registrants who travel voluntarily or individual longshore registrants and/or gangs who are ordered to travel by an employer within a defined area are paid for travel, when assigned to a job, under the provisions of the Industry Travel System. Clerks registered in the multi-chartered locals receive the same benefit when they travel.

Employers are reimbursed for the payments made to individuals and/or gangs ordered to travel for their travel expenses, payroll taxes, payroll hour assessments and an allowance for workmen's compensation insurance and other related expenses.

Qualified travelers are paid for travel time at the rate of one-half of the basic hourly rate. A mileage allowance for transportation is also paid, not to exceed the maximum nontaxable rate allowed by IRS standards.

Travelers employed on successive days are paid travel time and transportation allowances for the first day and the last day. For any intervening days, travelers are paid the lesser of travel time plus transportation and subsistence. Subsistence rates are $90.00 per night for lodging and $20.00 per meal.

ILWU-PMA Marine Clerk Opportunity Fund

The purpose of the ILWU-PMA Marine Clerk Work Opportunity Program is to ensure a registered marine clerk will be provided full work opportunity as a marine clerk five out of seven days in any payroll week pursuant to the "Framework for Special Agreement on Application of Technologies and Preservation of Marine Clerk Jurisdiction, Item VI, November 23, 2002 Memorandum of Understanding." If the employer is unable to provide a work opportunity, a marine clerk checked into the hall on five out of seven days in any payroll week will receive a payment in lieu of work.

The Program is funded through assessments on containers as described in a membership agreement filed with the Federal Maritime Commission. When a clerk qualifies for payment through the Marine Clerk Work Opportunity Program, the fund pays wages, taxes and appropriate hourly benefits assessments.

CFS Program Fund

The purpose of the Container Freight Station (CFS) Program is to "encourage the establishment, development and growth of efficient and productive container freight stations on the docks to preserve work which has historically been performed by the longshore work force."

In order to accomplish the program objective, assessments collected on containerized cargo are used to reimburse PMA member employers operating designated CFS facilities for payments they have made for payroll hour assessments. CFS hours are hours that are paid to certain longshore, clerk and walking boss/foreman registrants for job assignments in designated CFS facilities.

There are two types of reimbursements made for CFS activity: (1) a credit based on CFS hours paid in a facility defined as an "A-Credit," for "Assessment Credit," and (2) a credit based on both CFS hours paid and

CFS tonnage defined as an "I-Credit," for "Incentive Credit."

The A-Credit is an amount equal to 90% of the hourly benefit assessment rate excluding that portion of the vacation assessment that is collected to cover insurance and taxes. The I-Credits are amounts that equal 11.1% of the sum of A-Credits paid in a PMA administrative area. Therefore, the sum of A Credits and I-Credits equals the total hourly assessments paid less the vacation insurance and taxes portion.

Payments for A-Credits are made on a regular basis. However, I-Credit payments are made only after the close of the payroll year. Each employer's share of I-Credits is to be the same proportion, that the employer's CFS tons are of the total CFS tons for the area; no employer's I-Credit is allowed to exceed 22.2% of his A-Credits.

Dispatch Halls

All longshore employees in a port are dispatched through a hall maintained and operated jointly by the ILWU and the PMA under the auspices of a Joint Port Labor Relations Committee.

Any longshore worker who is not a member of the Union is permitted to use the dispatching hall only if the worker pays a pro rata share of the dispatching hall expenses, the Labor Relations Committee's expenses and other related expenses. Any non-PMA employer may use the dispatching hall only if that company pays PMA the equivalent of the dues and assessments paid by PMA members for the support of the hall. Workers not on the registered list may not be dispatched from the dispatching hall or employed by any employer while there are individuals on the registered list who are qualified, ready and willing to do the work.

The personnel for each dispatching hall, with the exception of the Dispatchers, are appointed by the Joint Labor Relations Committee of each port. Dispatchers are selected by the Union through elections in which all candidates must be qualified according to standards prescribed and measured by the Joint Port Labor Relations Committee. All dispatch hall personnel are governed by rules and regulations set down by the Joint Port Labor Relations Committee. PMA may, at its option, maintain a representative in the dispatching hall, and any authorized representative of the PMA or the Union may inspect dispatching hall records.

DISPATCH HALL COSTS

Payroll Year	ILWU Portion	PMA Portion	Total
2009	**$3,301,064**	**$21,697,829**	**$24,998,894**
2008	2,887,729	21,541,808	24,429,537
2007	2,796,590	20,186,851	22,983,441
2006	2,682,159	19,793,574	22,475,733
2005	2,613,138	20,206,592	22,819,730

2005-2009 numbers are based on unaudited financial reports.

The dispatching of clerks is similar to that of longshore employees except that there are four central dispatching halls, one in each respective port area with such branch halls as may be mutually agreed. Walking bosses' and foremen's dispatching procedures are contained in local supplemental agreements.

The joint operating expenses of the dispatch halls were equally shared by the parties until 1978. During the 1978/81 contract, PMA's portion of all jointly-agreed-to dispatch hall expenses was 75% of the joint dispatch hall costs in the contract year ending July 1, 1978, plus an additional amount each year of the contract. The additional amount was equal to the 1977/78 dispatch hall wage costs multiplied by the cumulative percentage increases in the longshore base wage applicable to each of the contract years. From July 1, 1981, to October 1, 1993, PMA was obligated to pay 85% of joint expenses.

The parties agreed to return to the original 50/50 cost sharing formula in the 1993 negotiations. This was accomplished in three steps beginning July 1, 1993, when PMA's share was reduced to 75% of all jointly agreed to dispatch hall expenses. The PMA portion was reduced to 65% effective July 1, 1994, and was returned to 50% effective July 1, 1995.

During the 1999 contract negotiations it was agreed that PMA would be obligated to pay 85% of all 1998 base year dispatch hall expenses in exchange for implementation of seven-day allocations, orders and dispatch in those Areas in which it was not currently enacted. 2002 and 2008 contract negotiations maintained these dispatch hall costs.

Longshore workers discharge breakbulk steel at Terminal 10 in Tacoma.

Discharging a container from NYK *Lodestar* at Yusen Terminals in Los Angeles.

2009 Assessments


APL *Canada* arrives at the Port of Seattle.

Assessments are levied on payroll hours and tonnage to fund the costs of collectively bargained fringe benefits and to fund the cost of other industry obligations. Payroll hour assessments are paid by the companies simultaneously with weekly payrolls. Tonnage is reported and assessments paid on a monthly basis. The tonnage reporting is also a source of statistical data that chronicle waterborne cargo movements through West Coast ports.

Funding of Benefits

Methods designed to assess funds to pay for collectively bargained fringe benefits and other programs have increased in complexity over the years because of the increasing amounts of money required and the changing structure of the industry. Benefits and other Industry obligations historically have been funded by assessments levied on hours paid or on tons handled or on a combination of the two. As assessment systems have changed, responsibility for paying for benefits programs have shifted between stevedores and vessel operators.

Funding Benefits with Hours and Tonnage Contributions

The genesis of the current benefits funding assessment system was an agreement among the PMA membership dated December 14, 1983. Although the agreement has been amended a number of times over the last 26 years, the basic structure remains.

The 1983 assessment agreement was based on the premise that all benefits will be funded by an assessment on hours paid unless the total hours paid falls below a defined number, which is referred to as the divisor. When paid hours fall below the divisor, a portion of the benefits funding obligation shifts to the tonnage sector.

The hours portion of the benefits obligation is derived by first dividing the total benefits costs by the divisor. The result is the hourly benefits assessment rate. This rate is then multiplied by the number of hours expected to be paid to determine the total amount that will be raised by the hours sector. If total benefits costs exceed the amount raised by the hours sector then the difference will be raised by the tonnage sector.

The process of achieving an agreement on the divisor that was used in the assessment formula was a formidable undertaking. During the fall of 1983, Pres Lancaster and a group of industry executives worked intensely for many weeks to develop the divisor and the assessment system in which it would be deployed.

After reaching consensus on a solution, the group presented their assessment proposal to the PMA Board of Directors. The Board, however, demanded a further refinement of the divisor, and after further deliberations, a compromise was reached and the number 24,800,546 was agreed upon.

The divisor that was first proposed in September 1983 was 26,021,071.

Declining cargo volumes have pushed assessment rates higher.

Project cargo is discharged at the Port of Stockton.

This number was the total number of payroll hours reported for calendar year 1962. The number was "brokered" down because some PMA members felt that the higher number shifted too much of the benefits costs to the tonnage sector.

On November 9, 1983, the Board adopted a resolution recommending approval of the proposed assessment system by the PMA membership. The membership adopted the proposal on December 14, 1983. The agreement was filed with the Federal Maritime Commission on December 22, 1983 and was designated LM-84.

The newly established assessment system was used to calculate an hourly assessment rate that was put into effect for the payroll week beginning December 24, 1983. The accompanying tonnage assessment rates became effective January 1, 1984.

By early 1999, the number of hours paid was approaching the 24,800,546. The Coast Executive Committee (CEC) appointed a subcommittee to examine the applicability of the assessment system in relation to cargo volume and hours paid. The subcommittee recommended to the CEC that the divisor be increased in a three-step process beginning with a change to 28,556,221. The CEC in turn recommended to the Board of Directors that the divisor be increased. At the June 28, 2000 Membership Meeting, the membership voted unanimously to adopt the new figure.

In October 2000, the PMA membership approved amended and restated bylaws and the following month a new Board of Directors was elected. By the Spring of 2002 the Board was ready for another review of the assessment system. A subcommittee was appointed. The first task was to review the work performed by the previous subcommittee on the proposal for a three-step phase-in of a new divisor. The first step was in place and the question was whether to do a delayed second step or move to the third step. After deliberation, the subcommittee recommended to the Board that the divisor be increased to 32,311,896 — the third step. The membership approved the new divisor on August 23, 2002.

Several months after the August 2002 divisor change, a new six-year longshore agreement was reached that resulted in greater than expected increases in benefits costs. The benefits increases, coupled with a projected increase in assessable hours again raised the percentage of the benefits costs paid by the hours sector higher than the ratio of hours to tonnage reflected in the original appendix to the Membership agreement dated December 14, 1983. In order to bring the hours and tonnage cost distribution within the target range established in 1983, the Board, after careful study, recommended to the Membership that the divisor be increased to 34,189,733, using the previous incremental increase. The Membership approved the change on June 3, 2003 to be effective for benefits assessments rates calculated for the 2003/04 fiscal year.

Subsequently, the Board has recommended, and the membership has approved, the following divisors:

Fiscal Year	Divisor
2004/2005	36,067,570
2005/2006	43,578,918
2006/2007	45,456,755
2007/2008	49,212,429
2008/2009	47,334,592
2009/2010	36,067,570

Calculation of Assessment Rates

Assessments are calculated based on projected tonnage, payroll hours and benefits plans costs applicable to the future period for which the rate calculations will be applicable.

The first step is to determine the projected benefits costs for each plan. After adjusting each of these numbers to reflect prior year experience, anticipated interest earnings, and a prudent level of reserves, a "net funding requirement" is determined.

The payroll hourly assessment rate is calculated by dividing the sum of the plan's net to funding requirements by the divisor, 36,067,570. The result is the hourly assessment rate. The hourly assessment rate is then multiplied by the estimated number of assessable hours that will be paid in the fiscal year for which the rates will be applicable. If the result equals the total "net funding requirement" there will be no tonnage assessments. If the hourly assessment rate generates insufficient funds, the remainder of the needed money is collected from the tonnage sector. The tonnage rates are calculated in accordance with formulas described in detail on pages 32 and 33 of the 1989 PMA Annual Report.

Rate Components

The number of hours expected to be paid during a time period has no impact on the hourly assessment rate; only the total net funding requirement affects the hourly assessment rate. The greater the net funding requirements, the higher the hourly assessment rate becomes.

Changes in tonnage rates are not as easily explained. Tonnage rates are dependent on estimates of both hours and tonnage. Given a constant benefits cost, the total dollar obligation of the tonnage sector will increase as the estimated number of hours paid decreases, but if the estimated tonnage handled increases sufficiently, tonnage assessment rates may actually decrease-even though increased benefits costs cause the hourly assessment rate and the total tonnage sector obligation to increase.

The PMA Board of Directors approves the assessment rates required to fund collectively bargained fringe benefit plans. The Board also approves PMA Cargo Dues assessment rates that fund the operations of PMA. The PMA portion also pays for operation of the Joint Port Labor Relations Committees' expenses (dispatch halls), industry training programs, legal settlements, and other industry expenses.

Assessment Rate History

The waterfront organizations that preceded PMA used tonnage as a means of funding the internal operations of their organizations well before the turn of the last century. The first ILWU employee benefit was a paid vacation that was funded based upon an hourly assessment paid by each employer. The vacation plan for longshore workers was instituted on January 1, 1946 with a 7.3¢ hourly assessment. A welfare benefits plan, the first under the auspices of the newly formed PMA, was added August 1, 1949 with a 3¢ per hour assessment. A Pension Plan was added effective July 1, 1951 and was funded by a 15¢ per hour contribution.

The first tonnage assessment for a benefit was collected to fund the Walking Bosses/Foremen's Mechanization Fund effective August 10, 1959. Additional "Mechanization & Modernization" (M&M) tonnage assessments were collected for the Longshoremen's and Clerks' Mechanization Fund effective January 16, 1961.

Shortly after the termination of the M&M Plan on June 30, 1971, the Pay Guarantee Plan was negotiated and was funded primarily by tonnage assessments. Tonnage assessments were used to fund pension, welfare, and other benefits beginning in 1980. During the last six months of 1983, all benefits were funded by assessments on hours; only the CFS plan was funded by tonnage. On December 14, 1983 the Memorandum of Agreement Concerning Assessments to Pay ILWU-PMA Employee Benefit Costs was approved and implemented.

ASSESSMENT RATE HISTORY

	Hourly Assessment			Offshore and Intercoastal Assessment Rates						
	401(k)			Benefits Plans						
	Benefit Plans	L/S and Clerk	Walking Boss	Container RU/TEU	General Cargo	Lumber & Logs	Autos & Trucks	Bulk	CFS Fund RU/TEU	MCWO* RU/TEU
1980	$4.108	–	–	$0.579	$1.495	$1.014	$0.071	$0.029	–	–
1981	6.878	–	–	0.573	0.430	0.430	0.134	0.030	–	–
1982	8.371	–	–	0.621	0.467	0.467	0.144	0.033	$0.202	–
1983	12.270	–	–	–	–	–	–	–	0.247	–
1984	7.680	–	–	18.710	1.101	1.101	0.089	0.022	1.284	–
1985	6.740	–	–	14.549	0.856	0.856	0.069	0.017	1.301	–
1987	7.520	–	–	13.775	0.810	0.810	0.066	0.016	0.785	–
1989	7.520	–	–	13.762	0.783	0.783	0.063	0.016	0.798	–
1990	7.520	–	–	13.306	0.783	0.783	0.063	0.016	1.458	–
1991	7.520	–	–	12.674	0.746	0.746	0.060	0.015	1.014	–
1992	8.810	–	–	13.221	0.778	0.778	0.063	0.015	0.490	–
1993	10.010	–	–	14.790	0.870	0.870	0.070	0.017	0.350	–
1994	11.700	–	$0.50	16.700	0.982	0.982	0.080	0.019	0.880	–
1995	9.300	–	0.50	9.790	0.576	0.576	0.047	0.011	0.660	–
1996	10.870	–	0.50	11.390	0.670	0.670	0.054	0.013	0.520	–
1997	11.530	–	2.00	9.980	0.587	0.587	0.048	0.012	0.100	–
1998	10.340	–	1.84	7.350	0.433	0.433	0.035	0.009	0.310	–
1999	10.340	$1.00	3.84	7.350	0.433	0.433	0.035	0.009	0.310	–
2001	11.040	0.83	3.49	6.280	0.370	0.370	0.030	0.007	0.190	–
2002	13.110	0.84	3.49	12.120	0.713	0.713	0.058	0.014	–	–
2003	14.080	0.81	3.77	13.470	0.792	0.792	0.064	0.016	0.100	$0.280
2004	15.620	0.82	3.82	13.650	0.803	0.803	0.065	0.016	0.120	–
2005	15.710	0.87	1.35	14.790	0.870	0.870	0.70	0.017	0.090	–
2006	15.960	0.88	3.65	14.180	0.840	0.840	0.068	0.017	0.050	–
2007	17.720	0.88	3.04	16.460	0.968	0.968	0.078	0.019	0.040	–
2008	19.990	0.90	3.67	18.440	1.085	1.085	0.088	0.021	0.120	0.160
2009	**27.010**	**1.14**	**4.95**	**24.400**	**1.435**	**1.435**	**0.116**	**0.028**	**0.080**	**1.440**

* Marine Clerk Work Opportunity

The assessment system formula was changed effective 12/24/83 to allow rates to vary for certain benefit plans by PMA area while maintaining a single coastwise rate. Initially, only the Welfare and Vacation Plans were included. Effective 2/23/85 the Holiday Plan was also included. The rates shown are the average assessment rates for the affected Plans. Coastwise rates for all affected plans were established on September 28, 1991. Tonnage assessments discontinued from 7/1/83 to 12/31/83 except for PMA Cargo Dues and CFS Program Fund.

Prior to 1984, Container rates for benefits and the CFS Fund were assessed on a per-ton basis. Tonnage assessments were discontinued from 7/1/83 to 12/31/83 except for PMA Cargo Dues and the CFS Program Fund.

Revenue Tonnage Reporting

All waterborne cargo revenue tonnage loaded and discharged in California, Oregon and Washington ports, for which persons were paid in connection with its movement under the terms of ILWU-PMA collective bargaining agreements, is required to be reported to PMA.

Cargo revenue tonnage is subject to assessments to fund that portion of the collectively bargained fringe benefits costs that are not funded by hourly assessments and to fund other industry obligations. Data generated by the tonnage reporting system is used to determine membership voting strength, to measure terminal and port productivity, to compile statistics necessary for the collective bargaining process, and to assist in projecting short term work force and training requirements.

An Internet-based tonnage reporting system was introduced in February 2000 that replaced a paper based reporting system. The Internet tonnage reporting system provides many additional features such as automatic conversion from metric to common U.S. measurement and automatic container box conversion to twenty-foot-equivalent-units. The metric conversion was a particularly important feature for reporting companies since nearly all import and export manifests record cargo weight and/or volume in metric units.

Tonnage data published by PMA includes cargo moving in international (foreign) trade and in domestic trade (Alaska, Hawaii, coastwise and intercoastal). For this reason PMA's data will generally differ from data published by government agencies, PIERS™ and other reporting entities. In general the PMA tonnage data will be greater.

Tonnage definitions and reporting requirements are shown in the PMA Tonnage Reporting System Manual available to tonnage reporting entities. A brief description of the reporting system follows.

Reporting Responsibilities

PMA Members and other companies that have entered into collective bargaining agreements that include participation in benefits plans administered by PMA are required to pay applicable assessments on all cargo tonnage loaded and discharged in California, Oregon and Washington ports.

Any Member (Vessel Operator, Contracting Stevedore or Member Agent) who is responsible for paying but fails to pay tonnage assessments may be further liable for penalties and interest.

Cargo Movement

Revenue tonnage is identified by the geographic movement of the cargo. Cargo assessment rates differ according to the geographic movement of cargo and the type of cargo. The geographic movement of waterborne cargo may be:

- Offshore & Intercoastal. Cargo loaded or discharged at a California, Oregon or Washington port which was originally loaded or is destined for final discharge in a port not located in California, Oregon or Washington,
- Coastwise. Cargo loaded at one California, Oregon or Washington port for discharge at another California, Oregon or Washington port, or
- Inbound from British Columbia. Applicable only to General Cargo and Lumber & Logs loaded in the province of British Columbia, Canada for discharge in a California, Oregon or Washington port.

Reporting Categories

Container cargo is assessed on the basis of a revenue unit or a TEU (twenty-foot equivalent unit), and Non-Containerized Cargo is reported in revenue tons.

Containers

Containers are reported according to the outside length of the container in feet, specifically in 20', 24', 35', 40', 45', 48' and 53' lengths. The tonnage reporting system automatically converts the container length to TEUs: one TEU for each 20 feet of outside container length.

Containers reported as Assessable are subject to assessment. Containers reported as Empty, Transshipped and Exempt are not assessed. Containers reported as "containerized autos" are not assessed as containers, but the cubic measurement of the autos in the containers are reported and assessed under the Auto & Truck category. A company that reports tonnage also has the option of reporting containers loaded with autos in the Assessable container category.

A cargo bearing container is assessed one time as it moves through California, Oregon and Washington ports from its point of origin to its final destination. A container, by definition, begins a new assessment cycle at any point at which its contents are changed. The removal or addition of any portion of the cargo in a container causes a new assessment cycle to begin.

Non-Containerized Cargo

Non-containerized cargo is reported as revenue tons. The rules below specify how the cargo is converted to revenue tons for assessment purposes. Revenue tonnage for manifested cargo is determined based on how ocean revenue is calculated. When ocean revenue is based on:

- measurement, 40 cubic feet equals one revenue ton;
- weight, 2,000 pounds equals one revenue ton; or
- board feet, 1,000 board feet equals one revenue ton.

All non-containerized revenue tonnage is reported in one of the following four categories.

General Cargo is reported as manifested. General cargo includes all non-containerized cargo that is not reported in the Lumber & Logs, Autos and Bulk categories. Examples

of such cargo include truck trailers, live animals, livestock, yachts, bagged and baled commodities, locomotives, newsprint and other types of cargo.

Two of the most frequently asked questions: How are "livestock in pens" and "yachts" reported? Livestock in pens is converted to cubic feet by multiplying the outside width by the outside depth by the outside height of the pens or stalls. Yachts are converted to cubic feet by multiplying the length by the width by the height of the yacht, including the cradle on which it is transported.

Lumber & Logs, regardless of how manifested, are reported on the basis of 1,000 board feet to the ton.

Logs are converted to board feet using the Brereton Log Scale. The Brereton Log Scale is used to calculate the volume of a log directly into board feet by approximating its shape as a truncated cone. Although today the Scribner Log Scale is the most commonly used method for scaling logs, the Brereton scaling method remains the basis for log conversion to board feet. There is no uniform standard formula for accurately making a conversion. However, it has been the practice to "convert" from the Scribner Log Scale by multiplying the Scribner board feet by 1.7 to obtain Brereton board feet before converting to revenue tonnage.

Automobiles (including light trucks), regardless of how manifested, are reported based on the cubic measurement of the vehicle. Nearly all automobile shipments are correctly manifested with cubic measurements. In instances where cubic measurement is not available, marine and cargo surveyors compile listings of cubes and weights for each automobile model and type by year.

Bulk Cargo is reported on the basis of weight. Bulk Cargo is any commodity that by the nature of its unsegregated mass is loaded or unloaded and carried without wrapper or container and received and delivered by carriers without transportation mark or count. Bulk cargoes are usually handled by pouring, by pumping or by mechanical conveyers. Bulk cargo also includes any liquid cargo for which members of the bargaining unit were paid for activity in its loading or discharging.

Pacific Coast Tonnage Statistics

The revenue tonnage data submitted to PMA by tonnage reporting companies are subject to audit by an independent auditing firm. Such periodic reviews as well as updated information from reporting companies sometimes require changes to previously published tonnage data. Current West Coast revenue tonnage data is always available online at www.pmanet.org.

It is important to note that PMA data include all "dry" cargo handled in ports in California, Oregon and Washington. The official U.S. Waterborne Transportation Statistics published by the U.S. Maritime Administration show foreign trade by type of carrier (liner, tanker and tramp), and do not include domestic tonnage moved to and from Alaska and Hawaii, nor do they contain PMA tonnage described as coastwise and U.S. intercoastal tonnage. PMA data do not include tanker liquid bulk or LPG carrier cargo. The U.S. Army Corps of Engineers publishes domestic cargo tonnage data. Government agencies report tonnage based upon reported actual weight and not in terms of revenue tonnage used by PMA.

The official U.S. Waterborne Transportation Statistics show import and export cargo data summarized by port by customs district, whereas PMA data are summarized by port, port area, and PMA administrative area. The Maritime Administration data provide detail regarding the cargo type, cargo origin, carrier type, value and the country of import or export, in addition to other information.

Changes in Reporting Categories

Revenue tonnage reporting categories have changed over the years. For example, automobiles were reported as General Cargo until 1962 after which they were reported separately.

Yang Ming calls at the Port of Tacoma.

Automobiles in containers were reported in the Container category through 1983; beginning in 1983, autos and trucks containerized for the convenience of the carrier could be reported in the Automobile category at the option of the carrier.

Cargo in containers was reported as General Cargo until 1969, after which containerized cargo tonnage is reported separately.

Beginning in 1984, cargo in containers is reported as TEUs and converted into tonnage at the rate of 17 revenue tons for each TEU. A TEU is defined as 20 linear feet of outside container length and is equivalent to a Revenue Unit (RU) described in the PMA Tonnage Reporting Manual distributed to reporting companies.

Coastwise Tonnage

Coastwise revenue tonnage represents a subset of the total revenue tonnage reported to PMA. Reporting separate coastwise tonnage for each of the commodity categories was instituted in November 1989. Previously, there were only provisions for General Cargo and Lumber & Logs to be reported as coastwise tonnage. Other coastwise commodities had to be reported in the Offshore and Intercoastal category.

Coastwise cargo is assessed only on discharge, however, coastwise loaded cargo is reported for statistical and auditing purposes. Cargos inbound from British Columbia represent another subset of total revenue tonnage. General Cargo and Lumber & Logs were reported inbound from British Columbia in 2002 and were discharged in Eureka, Long Beach, North Bend/Coos Bay, Oakland, Olympia, San Diego, San Francisco and Tacoma.

Container operations at the Port of Los Angeles.

2009 Statistical Information

In addition to serving as the labor relations arm of the West Coast maritime industry, and processing payroll and benefits for thousands of longshore workers each week, the Pacific Maritime Association has come to be known as a leading resource for reliable information on the waterfront. The pages that follow contain some of the most requested data sets, which detail cargo movement, the labor force and a host of other maritime issues.

PMA strives to provide timely, reliable information to many stakeholders, including its members, customers and workforce, as well as public officials, news media and other interested third-parties. Much of the data that follows is supplied by PMA's strategic analysis group, which analyzes trends and works to forecast industry needs and capabilities.

For even more up-to-date information on the movement of cargo at West Cost ports, see the PMA website, www.pmanet.org.

The MOL *Expeditor* travels the main channel at the Port of Los Angeles.

Revenue Tonnage Loaded and Discharged by Port

The data on these two pages represent the revenue tonnage reported to PMA in 2009 by category by port. There are six sets of columns: one set for total revenue tonnage and one set for each of the five reporting categories.

Since November 1989, tonnage has been reported in "Loaded" and "Discharged" categories. Concurrent with that change in reporting, the summaries of the tonnage data which had been traditionally prepared for statistical purposes by "port area" were further divided into individual port summaries.

Ports have been arranged geographically south to north along the coast. Ports along bays or rivers are listed as though the coastline followed the edge of the interior body of water.

	TOTAL REVENUE TONNAGE				CONTAINERS				GENERAL CARGO			
2009	Total	% of Coast	Chg from 2008	% Loaded: % Discharged	Total (TEUs)	% of Coast	Chg from 2008	% Loaded: % Discharged	Total	% of Coast	Chg from 2008	% Loaded: % Discharged
SOUTHERN CALIFORNIA												
San Diego	3,505,566	1.2%	-37.0%	10.6 : 89.4	49,552	0.4%	-1.3%	3.1 : 96.9	199,598	4.2%	-31.7%	24.2 : 75.8
Long Beach	75,844,029	25.6%	-20.1%	39.9 : 60.1	3,863,018	29.4%	-20.0%	34.4 : 65.6	438,370	9.1%	-56.6%	22.2 : 77.8
Los Angeles	92,022,065	31.0%	-13.6%	32.4 : 67.6	5,172,919	39.4%	-12.7%	32.1 : 67.9	1,325,807	27.7%	-52.5%	1.9 : 98.1
Port Hueneme	2,997,560	1.0%	-16.1%	12.3 : 87.7	19,375	0.1%	-17.5%	19.4 : 80.6	730,232	15.2%	-3.6%	2.8 : 97.2
AREA TOTAL	**174,369,220**	**58.8%**	**-17.2%**	**34.9 : 65.1**	**9,104,864**	**69.3%**	**-15.9%**	**32.9 : 67.1**	**2,694,007**	**56.2%**	**-44.4%**	**7.1 : 92.9**
NORTHERN CALIFORNIA												
San Francisco	617,749	0.2%	-23.8%	0.1 : 99.9	30	<0.1%	400.0%	66.7 : 33.3	10,597	0.2%	-87.4%	3.8 : 96.2
Redwood City	292,751	0.1%	-68.9%	0.0 : 100.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Oakland	27,871,519	9.4%	-1.9%	58.0 : 42.0	1,612,297	12.3%	-1.3%	58.0 : 42.0	10,819	0.2%	-61.2%	68.8 : 31.2
Richmond	628,828	0.2%	-49.6%	0.0 : 100.0	–	–	–	0.0 : 0.0	–	–	-100.0%	0.0 : 0.0
Crockett	732,675	0.2%	-3.6%	0.0 : 100.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Benicia	1,005,799	0.3%	-57.2%	9.8 : 90.2	–	–	–	0.0 : 0.0	2,897	0.1%	65.8%	0.0 : 100.0
Port Chicago	54,606	<0.1%	85.2%	5.2 : 94.8	3,069	<0.1%	80.0%	0.8 : 99.2	2,433	0.1%	383.7%	100.0 : 0.0
Pittsburg	149,154	0.1%	-34.3%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Stockton	971,805	0.3%	-23.9%	39.6 : 60.4	–	–	-100.0%	0.0 : 0.0	267,057	5.6%	-34.8%	42.9 : 57.1
West Sacramento	436,056	0.1%	-21.0%	1.8 : 98.2	–	–	-100.0%	0.0 : 0.0	299,751	6.3%	0.2%	0.0 : 100.0
Eureka	10,086	<0.1%	-93.9%	0.0 : 100.0	1	<0.1%	100.0%	0.0 : 100.0	5,146	0.1%	-96.4%	0.0 : 100.0
AREA TOTAL	**32,771,028**	**11.1%**	**-10.9%**	**51.3 : 48.7**	**1,615,397**	**12.3%**	**-1.2%**	**57.9 : 42.1**	**598,700**	**12.5%**	**-38.1%**	**20.9 : 79.1**
PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER												
North Bend / Coos Bay	1,202,520	0.4%	-33.2%	99.3 : 0.7	–	–	–	0.0 : 0.0	–	–	-100.0%	0.0 : 0.0
Portland	16,348,299	5.5%	-24.6%	74.6 : 25.4	157,306	1.2%	-22.4%	55.7 : 44.3	381,659	8.0%	-59.6%	23.2 : 76.8
Vancouver	5,134,525	1.7%	-12.9%	83.2 : 16.8	464	<0.1%	502.6%	24.4 : 75.6	261,815	5.5%	-16.3%	16.3 : 83.7
St. Helens	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Kalama	9,065,237	3.1%	-26.4%	97.4 : 2.6	–	–	–	0.0 : 0.0	235,168	4.9%	-58.2%	0.0 : 100.0
Rainier	85,418	<0.1%	105.2%	91.8 : 8.2	1,702	<0.1%	100.0%	97.7 : 2.3	32,990	0.7%	169.2%	80.9 : 19.1
Longview	2,212,407	0.7%	-3.4%	84.8 : 15.2	208	<0.1%	-70.7%	25.5 : 74.5	222,489	4.6%	-35.8%	58.2 : 41.8
Astoria	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
AREA TOTAL	**34,048,406**	**11.5%**	**-22.7%**	**83.6 : 16.4**	**159,680**	**1.2%**	**-21.5%**	**56.0 : 44.0**	**1,134,121**	**23.7%**	**-48.0%**	**25.4 : 74.6**
PACIFIC NORTHWEST: WASHINGTON												
Aberdeen/Grays Harbor	939,232	0.3%	8.4%	92.2 : 7.8	–	–	–	0.0 : 0.0	16,490	0.3%	100.0%	47.9 : 52.1
Olympia	146,699	<0.1%	2149.6%	75.8 : 24.2	–	–	–	0.0 : 0.0	7,257	0.2%	11.3%	0.0 : 100.0
Tacoma	28,700,452	9.7%	-17.3%	64.5 : 35.5	1,140,775	8.7%	-19.6%	55.5 : 44.5	220,682	4.6%	-29.4%	20.9 : 79.1
Seattle	25,070,046	8.5%	-6.2%	57.8 : 42.2	1,112,134	8.5%	-2.8%	44.6 : 55.4	69,278	1.4%	-51.4%	16.1 : 83.9
Everett	145,130	<0.1%	-64.8%	35.4 : 64.6	5,975	<0.1%	-8.6%	40.4 : 59.6	42,537	0.9%	-42.1%	22.0 : 78.0
Port Angeles	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Anacortes	242,938	0.1%	-22.7%	97.8 : 2.2	3	<0.1%	-25.0%	0.0 : 100.0	9,018	0.2%	2916.1%	41.9 : 58.1
AREA TOTAL	**55,244,497**	**18.6%**	**-12.4%**	**62.0 : 38.0**	**2,258,887**	**17.2%**	**-12.1%**	**50.1 : 49.9**	**365,262**	**7.6%**	**-31.8%**	**21.4 : 78.6**
COAST TOTAL	**296,433,151**	**100.0%**	**-16.4%**	**47.3 : 52.7**	**13,138,828**	**100.0%**	**-13.8%**	**39.2 : 60.8**	**4,792,090**	**100.0%**	**-43.8%**	**14.2 : 85.8**

Revenue Tonnage Loaded and Discharged by Port, CONTINUED

Total tonnage reported for the port.

Chg from 2008 shows the percent 2009 tonnage changed from 2008 tonnage.

% of Coast shows the percentage that the port's tonnage represents of the coast total.

% Loaded: % Discharged shows the ratio of the percentage of total tons or TEUs loaded in the port to the corresponding percentage of tons or TEUs discharged. The categories "loaded" and "discharged" cannot be used synonymously with "export" and "import" because these data include not only foreign trade cargo but also U.S. intercoastal cargo, cargo bound to and from Alaska and Hawaii, and discharged coastwise cargo.

	LUMBER & LOGS				AUTOMOBILES AND TRUCKS				BULK CARGO				
2009	Total	% of Coast	Chg from 2008	% Loaded: % Discharged	Total	% of Coast	Chg from 2008	% Loaded: % Discharged	Total	% of Coast	Chg from 2008	% Loaded: % Discharged
SOUTHERN CALIFORNIA												
San Diego	49,008	5.0%	-40.1%	0.1 : 99.9	2,333,411	16.2%	-41.6%	12.7 : 87.3	81,165	0.2%	-75.8%	0.0 :100.0
Long Beach	76,945	7.9%	-50.5%	0.0 :100.0	2,101,755	14.6%	-44.8%	7.9 : 92.1	7,555,653	14.3%	-3.2%	98.5 : 1.5
Los Angeles	–	–	–	0.0 : 0.0	1,340,900	9.3%	-30.7%	6.6 : 93.4	1,415,735	2.7%	30.6%	100.0 : 0.0
Port Hueneme	–	–	–	0.0 : 0.0	1,835,211	12.7%	-20.1%	15.6 : 84.4	102,742	0.2%	-13.7%	0.0 :100.0
AREA TOTAL	**125,953**	**12.9%**	**-46.9%**	**0.0 :100.0**	**7,611,277**	**52.8%**	**-36.8%**	**11.0 : 89.0**	**9,155,295**	**17.3%**	**-2.0%**	**96.7 : 3.3**
NORTHERN CALIFORNIA												
San Francisco	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	606,642	1.1%	-16.6%	0.0 :100.0
Redwood City	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	292,751	0.6%	-68.9%	0.0 :100.0
Oakland	–	–	–	0.0 : 0.0	451,651	3.1%	-26.4%	58.6 : 41.4	–	–	–	0.0 : 0.0
Richmond	–	–	–	0.0 : 0.0	307,645	2.1%	-66.1%	0.0 :100.0	321,183	0.6%	-5.6%	0.0 :100.0
Crockett	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	732,675	1.4%	-3.6%	0.0 :100.0
Benicia	–	–	–	0.0 : 0.0	904,413	6.3%	-59.9%	0.0 :100.0	98,489	0.2%	6.1%	100.0 : 0.0
Port Chicago	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Pittsburg	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	149,154	0.3%	-34.3%	100.0 : 0.0
Stockton	–	–	-100.0%	0.0 : 0.0	–	–	–	0.0 : 0.0	704,748	1.3%	-18.4%	38.3 : 61.7
West Sacramento	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	136,305	0.3%	-45.6%	5.8 : 94.2
Eureka	4,923	0.5%	-77.7%	0.0 :100.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
AREA TOTAL	**4,923**	**0.5%**	**-80.1%**	**0.0 :100.0**	**1,663,709**	**11.5%**	**-55.9%**	**15.9 : 84.1**	**3,041,947**	**5.8%**	**-27.7%**	**17.3 : 82.7**
PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER												
North Bend/Coos Bay	8,299	0.8%	-58.4%	0.0 :100.0	–	–	–	0.0 : 0.0	1,194,221	2.3%	-32.8%	100.0 : 0.0
Portland	–	–	–	0.0 : 0.0	2,659,843	18.5%	-42.3%	0.0 :100.0	10,632,595	20.1%	-16.2%	99.9 : 0.1
Vancouver	1,994	0.2%	-16.0%	88.9 : 11.1	610,452	4.2%	-6.6%	0.5 : 99.5	4,252,376	8.0%	-13.7%	99.3 : 0.7
St. Helens	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Kalama	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	8,830,069	16.7%	-24.9%	100.0 : 0.0
Rainier	23,494	2.4%	-20.0%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Longview	590,838	60.5%	-8.6%	97.2 : 2.8	–	–	–	0.0 : 0.0	1,395,544	2.6%	8.5%	84.0 : 16.0
Astoria	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
AREA TOTAL	**624,625**	**63.9%**	**-10.5%**	**96.0 : 4.0**	**3,270,295**	**22.7%**	**-37.8%**	**0.1 : 99.9**	**26,304,805**	**49.7%**	**-18.9%**	**99.0 : 1.0**
PACIFIC NORTHWEST: WASHINGTON												
Aberdeen/Grays Harbor	45,933	4.7%	-55.5%	100.0 : 0.0	60,511	0.4%	100.0%	8.1 : 91.9	816,298	1.5%	6.9%	98.9 : 1.1
Olympia	139,442	14.3%	100.0%	79.8 : 20.2	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Tacoma	36,250	3.7%	-75.8%	80.6 : 19.4	1,721,871	12.0%	-28.9%	20.2 : 79.8	7,328,474	13.9%	-4.6%	100.0 : 0.0
Seattle	–	–	–	0.0 : 0.0	75,749	0.5%	-32.0%	36.2 : 63.8	6,018,741	11.4%	-14.4%	100.0 : 0.0
Everett	–	–	–	0.0 : 0.0	1,018	<0.1%	-82.7%	100.0 : 0.0	–	–	-100.0%	0.0 : 0.0
Port Angeles	–	–	-100.0%	0.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Anacortes	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	233,869	0.4%	-25.5%	100.0 : 0.0
AREA TOTAL	**221,625**	**22.7%**	**-14.3%**	**84.1 : 15.9**	**1,859,149**	**12.9%**	**-26.8%**	**20.5 : 79.5**	**14,397,382**	**27.2%**	**-10.1%**	**99.9 : 0.1**
COAST TOTAL	**977,126**	**100.0%**	**-19.8%**	**80.4 : 19.6**	**14,404,430**	**100.0%**	**-39.0%**	**10.3 : 89.7**	**52,899,429**	**100.0%**	**-14.7%**	**94.2 : 5.8**

Container Box Counts

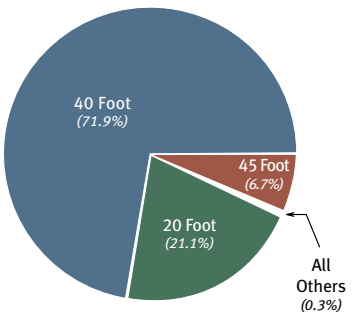
In January 2000, PMA began collecting container counts by box length. Data are reported in seven different box sizes: 20, 24, 35, 40, 45, 48 and 53-foot lengths. These tables show the counts for the most common three lengths and a total for all containers. Containers are divided into two categories: Loaded and Empty. Loaded containers include assessable, those containing cargo exempt from assessments, auto-bearing containers and transshipped containers.

All Box Lengths is the total of all containers reported including 24, 35, 48 and 53-foot containers, which are not shown in the columns to the left.

2009

Box Length:	20 Feet			40 Feet			45 Feet			All Box Lengths				
	Discharged	Loaded	Total	Discharged	Loaded	Total	Discharged	Loaded	Total	Discharged	Loaded	Total	% of Port	TEUs
Long Beach														
Cargo Bearing	302,813	163,401	466,214	1,026,859	560,072	1,586,931	83,117	31,428	114,545	1,413,964	756,594	2,170,558	77.2%	3,903,063
Empty	6,648	123,731	130,379	28,526	420,648	449,174	5,344	54,562	59,906	43,617	598,945	642,562	22.8%	1,169,679
TOTAL	**309,461**	**287,132**	**596,593**	**1,055,385**	**980,720**	**2,036,105**	**88,461**	**85,990**	**174,451**	**1,457,581**	**1,355,539**	**2,813,120**	**100.0%**	**5,072,742**
Los Angeles														
Cargo Bearing	430,610	212,732	643,342	1,392,657	681,642	2,074,299	131,343	43,211	174,554	1,958,334	937,593	2,895,927	77.3%	5,194,868
Empty	2,271	162,002	164,273	15,930	587,263	603,193	417	77,588	78,005	20,997	828,305	849,302	22.7%	1,556,405
TOTAL	**432,881**	**374,734**	**807,615**	**1,408,587**	**1,268,905**	**2,677,492**	**131,760**	**120,799**	**252,599**	**1,979,331**	**1,765,898**	**3,745,229**	**100.0%**	**6,751,273**
Oakland														
Cargo Bearing	113,414	124,678	238,092	264,354	386,643	650,997	24,009	22,416	46,425	402,191	535,556	937,747	82.3%	1,647,659
Empty	12,414	33,122	45,536	86,977	42,059	129,036	5,147	20,531	25,678	106,147	95,737	201,884	17.7%	363,550
TOTAL	**125,828**	**157,800**	**283,628**	**351,331**	**428,702**	**780,033**	**29,156**	**42,947**	**72,103**	**508,338**	**631,293**	**1,139,631**	**100.0%**	**2,011,209**
Portland														
Cargo Bearing	12,342	11,847	24,189	27,308	36,606	63,914	1,191	1,150	2,341	40,841	49,603	90,444	89.4%	157,306
Empty	1,781	2,278	4,059	2,780	2,711	5,491	–	1,139	1,139	4,561	6,128	10,689	10.6%	17,614
TOTAL	**14,123**	**14,125**	**28,248**	**30,088**	**39,317**	**69,405**	**1,191**	**2,289**	**3,480**	**45,402**	**55,731**	**101,133**	**100.0%**	**174,920**
Tacoma														
Cargo Bearing	53,858	32,285	86,143	210,671	291,423	502,094	29,819	19,419	49,238	294,348	343,127	637,475	83.0%	1,201,291
Empty	4,130	9,745	13,875	81,310	12,522	93,832	8,621	14,193	22,814	94,061	36,460	130,521	17.0%	252,934
TOTAL	**57,988**	**42,030**	**100,018**	**291,981**	**303,945**	**595,926**	**38,440**	**33,612**	**72,052**	**388,409**	**379,587**	**767,996**	**100.0%**	**1,454,225**
Seattle														
Cargo Bearing	81,927	47,252	129,179	239,899	218,110	458,009	25,518	4,967	30,485	347,675	274,621	622,296	83.0%	1,119,743
Empty	3,166	17,170	20,336	64,510	21,199	85,709	667	16,214	16,881	72,513	54,662	127,175	17.0%	235,035
TOTAL	**85,093**	**64,422**	**149,515**	**304,409**	**239,309**	**543,718**	**26,185**	**21,181**	**47,366**	**420,188**	**329,283**	**749,471**	**100.0%**	**1,354,778**
All Others														
Cargo Bearing	13,068	5,085	18,153	27,231	2,362	29,593	1,871	1,581	3,452	42,170	9,036	51,206	66.9%	85,140
Empty	1,425	2	1,427	1,694	22,186	23,880	–	–	–	3,132	22,188	25,320	33.1%	49,202
TOTAL	**14,493**	**5,087**	**19,580**	**28,925**	**24,548**	**53,473**	**1,871**	**1,581**	**3,452**	**45,302**	**31,224**	**76,526**	**100.0%**	**134,342**
COAST TOTALS														
Cargo Bearing	1,008,032	597,280	1,605,312	3,188,979	2,176,858	5,365,837	296,868	124,172	421,040	4,499,523	2,906,130	7,405,653	78.8%	13,309,070
Empty	31,835	348,050	379,885	281,727	1,108,588	1,390,315	20,196	184,227	204,423	345,028	1,642,425	1,987,453	21.2%	3,644,419
TOTAL	**1,039,867**	**945,330**	**1,985,197**	**3,470,706**	**3,285,446**	**6,756,152**	**317,064**	**308,399**	**625,463**	**4,844,551**	**4,548,555**	**9,393,106**	**100.0%**	**16,953,489**
% of Total	**11.1%**	**10.1%**	**21.1%**	**36.9%**	**35.0%**	**71.9%**	**3.4%**	**3.3%**	**6.7%**	**51.6%**	**48.4%**	**100.0%**	–	–

2009 CONTAINER COUNTS BY LENGTH OF BOX



OVERSTOWS AND REHANDLES

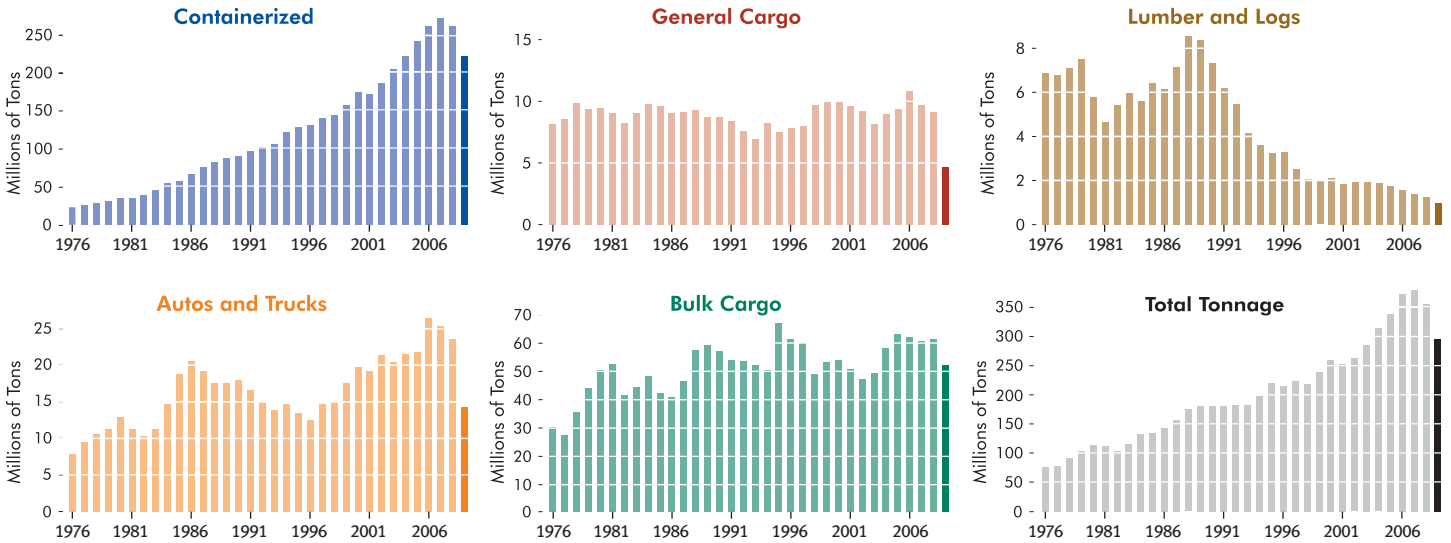
The PMA Tonnage Reporting System provides for reporting container moves that are overstows and rehandles. These are classified as cell-to-cell and cell-dock-cell lifts. A cell-to-cell lift occurs when a container is shifted from one location on a vessel to another location. A cell-dock-cell lift occurs when a container is moved off a vessel, placed on the dock so that other cargo may be moved, and then the container is restowed onto the vessel. A cell-to-cell move counts as one lift, and a cell-dock-cell move as two lifts.

2009	Cell-to-Cell	Cell-Dock-Cell
Oakland	44	7,938
Northern California Total	**44**	**7,938**
Long Beach	237	9,006
Los Angeles	141	14,420
San Diego	0	14
Southern California Total	**378**	**23,440**
Seattle	20	7,866
Tacoma	26	5,456
Washington Total	**46**	**13,322**
Portland	17	568
Oregon Total	**17**	**568**
COAST TOTAL	**485**	**45,268**

West Coast Waterborne Revenue Tonnage

Waterborne revenue tonnage moving through California, Oregon and Washington Ports since 1976 is shown below. Beginning in 1984 containerized cargo was no longer reported as revenue tonnage, but was reported as TEUs and converted to tonnage by multiplying the number of TEUs by 17, based on the supposition that each TEU contains on average 17 revenue tons. The percent that each tonnage sector represents of the total for each year is shown in the column to the right of the revenue tonnage.

Year	Containers	Percent of Total	General Cargo	Percent of Total	Lumber and Logs	Percent of Total	Autos and Trucks	Percent of Total	Bulk Cargo	Percent of Total	Total Tonnage
1976	23,221,682	30.4%	8,134,498	10.7%	6,877,271	9.0%	7,828,243	10.3%	30,228,242	39.6%	76,289,936
1977	26,414,368	33.6%	8,563,580	10.9%	6,805,138	8.7%	9,457,329	12.0%	27,330,016	34.8%	78,570,431
1978	28,819,244	31.3%	9,844,671	10.7%	7,116,000	7.7%	10,571,245	11.5%	35,622,335	38.7%	91,973,495
1979	31,004,124	30.1%	9,402,025	9.1%	7,512,088	7.3%	11,243,783	10.9%	43,973,689	42.6%	103,135,709
1980	34,961,122	30.8%	9,485,736	8.3%	5,778,206	5.1%	12,889,020	11.3%	50,568,290	44.5%	113,682,374
1981	35,285,833	31.2%	9,101,434	8.1%	4,663,983	4.1%	11,361,442	10.1%	52,547,465	46.5%	112,960,157
1982	38,698,403	37.1%	8,297,299	8.0%	5,428,609	5.2%	10,298,415	9.9%	41,483,760	39.8%	104,206,486
1983	45,429,483	39.2%	9,047,558	7.8%	5,981,043	5.2%	11,317,759	9.8%	44,204,444	38.1%	115,980,287
1984	54,865,052	41.2%	9,756,682	7.3%	5,636,415	4.2%	14,731,180	11.1%	48,293,596	36.2%	133,282,925
1985	57,766,646	42.8%	9,674,183	7.2%	6,438,557	4.8%	18,849,314	14.0%	42,106,859	31.2%	134,835,559
1986	66,718,404	46.5%	9,094,687	6.3%	6,178,052	4.3%	20,642,032	14.4%	40,777,087	28.4%	143,410,262
1987	75,658,551	48.0%	9,185,331	5.8%	7,153,443	4.5%	19,209,803	12.2%	46,483,967	29.5%	157,691,095
1988	82,177,507	46.9%	9,348,783	5.3%	8,568,982	4.9%	17,657,367	10.1%	57,635,530	32.9%	175,388,169
1989	87,685,303	48.2%	8,783,588	4.8%	8,370,546	4.6%	17,591,459	9.7%	59,506,199	32.7%	181,937,095
1990	90,273,077	49.7%	8,725,931	4.8%	7,328,202	4.0%	17,981,501	9.9%	57,355,691	31.6%	181,664,402
1991	96,273,125	53.1%	8,384,586	4.6%	6,225,273	3.4%	16,692,545	9.2%	53,881,933	29.7%	181,457,462
1992	101,978,206	55.5%	7,591,757	4.1%	5,489,640	3.0%	15,063,006	8.2%	53,699,428	29.2%	183,822,037
1993	106,219,196	57.9%	6,954,623	3.8%	4,167,694	2.3%	13,915,249	7.6%	52,344,375	28.5%	183,601,137
1994	121,870,484	61.3%	8,216,857	4.1%	3,609,270	1.8%	14,770,607	7.4%	50,305,273	25.3%	198,772,491
1995	128,775,816	58.5%	7,510,216	3.4%	3,251,827	1.5%	13,530,428	6.1%	67,172,576	30.5%	220,240,863
1996	130,286,300	60.4%	7,879,062	3.7%	3,304,565	1.5%	12,611,072	5.8%	61,600,326	28.6%	215,681,325
1997	139,362,736	62.0%	8,032,536	3.6%	2,523,657	1.1%	14,761,793	6.6%	59,934,309	26.7%	224,615,031
1998	143,548,068	65.4%	9,719,501	4.4%	2,071,769	0.9%	14,944,308	6.8%	49,101,074	22.4%	219,384,720
1999	156,545,401	65.3%	10,010,412	4.2%	2,005,755	0.8%	17,570,694	7.3%	53,456,900	22.3%	239,589,162
2000	174,037,823	67.0%	9,953,279	3.8%	2,116,780	0.8%	19,720,596	7.6%	53,874,796	20.7%	259,703,274
2001	171,727,013	67.8%	9,596,293	3.8%	1,851,419	0.7%	19,288,262	7.6%	50,914,801	20.1%	253,377,788
2002	183,998,174	69.9%	9,136,510	3.5%	1,941,066	0.7%	21,095,617	8.0%	46,955,460	17.8%	263,126,827
2003	202,664,480	71.4%	8,360,920	2.9%	1,931,998	0.7%	20,416,812	7.2%	50,324,853	17.7%	283,699,063
2004	221,541,059	70.5%	10,720,217	3.4%	1,893,393	0.6%	21,562,960	6.9%	58,318,907	18.6%	314,036,536
2005	239,807,780	71.5%	9,520,729	2.8%	1,731,207	0.5%	21,674,877	6.5%	62,475,184	18.6%	335,209,777
2006	260,040,551	72.0%	11,847,310	3.3%	1,545,957	0.4%	26,112,896	7.2%	61,590,529	17.1%	361,137,243
2007	272,101,014	73.8%	9,792,476	2.7%	1,372,263	0.4%	25,216,373	6.8%	60,173,244	16.3%	368,655,370
2008	259,071,381	73.1%	8,532,935	2.4%	1,218,443	0.3%	23,617,421	6.7%	61,988,787	17.5%	354,428,967
2009	**223,360,076**	**75.3%**	**4,792,090**	**1.6%**	**977,126**	**0.3%**	**14,404,430**	**4.9%**	**52,899,429**	**17.8%**	**296,433,151**



Coast Revenue Tonnage Market Share

In the table below, the column labeled "Percent of Coast"represents the cargo tonnage as a percent of the coast total for that sector. This percentage represents what is commonly referred to as "market share." The six major ports listed below handled 88.5% of the total coast tonnage in 2009 and 99.4% of the containerized cargo.

The **Port Total** tonnage includes container tonnage. Container TEUs are converted to tonnage by multiplying the number of TEUs by 17 tons.

For each of the six major ports and for **All Other Ports,** the number of assessable container TEUs and the revenue tonnage reported in each of the other four cargo sectors are shown for each year since 2005.

	2009		2008		2007		2006		2005	
	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast
LONG BEACH										
Automobiles and Trucks	2,101,755	14.6%	3,809,564	16.1%	4,127,011	16.4%	5,224,431	20.0%	4,446,607	20.5%
Bulk Cargo	7,555,653	14.3%	7,807,607	12.6%	8,101,095	13.5%	10,449,586	17.0%	8,350,281	13.4%
Containerized Cargo	3,863,018	29.4%	4,831,261	31.7%	5,133,548	32.1%	4,708,797	30.8%	4,347,790	30.8%
General Cargo	438,370	9.1%	1,009,803	11.8%	1,287,286	13.1%	1,385,860	11.7%	1,249,608	13.1%
Logs and Lumber	76,945	7.9%	155,556	12.8%	182,069	13.3%	182,070	11.8%	232,658	13.4%
Port Total	**75,844,029**	**25.6%**	**94,913,967**	**26.8%**	**100,967,777**	**27.4%**	**97,291,496**	**26.9%**	**88,191,584**	**26.3%**
LOS ANGELES										
Automobiles and Trucks	1,340,900	9.3%	1,935,410	8.2%	1,728,641	6.9%	2,001,884	7.7%	2,186,951	10.1%
Bulk Cargo	1,415,735	2.7%	1,084,178	1.7%	1,968,126	3.3%	3,351,582	5.4%	4,565,374	7.3%
Containerized Cargo	5,172,919	39.4%	5,925,449	38.9%	6,108,780	38.2%	6,063,527	39.6%	5,194,945	36.8%
General Cargo	1,325,807	27.7%	2,789,573	32.7%	3,232,113	33.0%	4,776,180	40.3%	3,261,157	34.3%
Logs and Lumber	–	0.0%	–	0.0%	1,483	0.1%	1,617	0.1%	13,647	0.8%
Port Total	**92,022,065**	**31.0%**	**106,541,794**	**30.1%**	**110,779,623**	**30.0%**	**113,211,222**	**31.3%**	**98,341,194**	**29.3%**
OAKLAND										
Automobiles and Trucks	451,651	3.1%	613,542	2.6%	830,886	3.3%	870,064	3.3%	1,046,293	4.8%
Containerized Cargo	1,612,297	12.3%	1,633,775	10.7%	1,681,319	10.5%	1,627,993	10.6%	1,573,412	11.2%
General Cargo	10,819	0.2%	27,913	0.3%	36,397	0.4%	50,897	0.4%	36,555	0.4%
Port Total	**27,871,519**	**9.4%**	**28,415,630**	**8.0%**	**29,449,706**	**8.0%**	**28,596,842**	**7.9%**	**27,830,852**	**8.3%**
PORTLAND										
Automobiles and Trucks	2,659,843	18.5%	4,608,061	19.5%	5,225,708	20.7%	5,349,975	20.5%	4,010,994	18.5%
Bulk Cargo	10,632,595	20.1%	12,684,386	20.5%	13,150,421	21.9%	11,003,186	17.9%	11,607,754	18.6%
Containerized Cargo	157,306	1.2%	202,657	1.3%	213,814	1.3%	166,563	1.1%	124,273	0.9%
General Cargo	381,659	8.0%	945,554	11.1%	1,155,566	11.8%	985,193	8.3%	974,466	10.2%
Logs and Lumber	–	0.0%	–	0.0%	–	0.0%	3,046	0.2%	21,690	1.3%
Port Total	**16,348,299**	**5.5%**	**21,683,170**	**6.1%**	**23,166,533**	**6.3%**	**20,172,971**	**5.6%**	**18,727,545**	**5.6%**
TACOMA										
Automobiles and Trucks	1,721,871	12.0%	2,423,377	10.3%	2,558,972	10.1%	2,413,646	9.2%	2,092,016	9.7%
Bulk Cargo	7,328,474	13.9%	7,683,823	12.4%	6,564,476	10.9%	6,577,495	10.7%	7,980,049	12.8%
Containerized Cargo	1,140,775	8.7%	1,419,479	9.3%	1,420,418	8.9%	1,355,291	8.9%	1,391,463	9.9%
General Cargo	220,682	4.6%	312,624	3.7%	300,753	3.1%	301,743	2.5%	273,276	2.9%
Logs and Lumber	36,250	3.7%	149,649	12.3%	182,133	13.3%	182,684	11.8%	192,916	11.1%
Port Total	**28,700,452**	**9.7%**	**34,700,616**	**9.8%**	**33,753,440**	**9.2%**	**32,515,515**	**9.0%**	**34,193,128**	**10.2%**
SEATTLE										
Automobiles and Trucks	75,749	0.5%	111,428	0.5%	105,900	0.4%	125,217	0.5%	92,221	0.4%
Bulk Cargo	6,018,741	11.4%	7,029,460	11.3%	5,939,508	9.9%	6,310,708	10.2%	5,556,095	8.9%
Containerized Cargo	1,112,134	8.5%	1,143,979	7.5%	1,370,864	8.6%	1,298,580	8.5%	1,393,366	9.9%
General Cargo	69,278	1.4%	142,521	1.7%	163,843	1.7%	180,574	1.5%	179,514	1.9%
Logs and Lumber	–	0.0%	–	0.0%	–	0.0%	–	0.0%	–	0.0%
Port Total	**25,070,046**	**8.5%**	**26,731,052**	**7.5%**	**29,513,939**	**8.0%**	**28,692,359**	**7.9%**	**29,515,052**	**8.8%**
ALL OTHER PORTS										
Automobiles and Trucks	6,052,661	42.0%	10,116,039	42.8%	10,639,255	42.2%	10,127,679	38.8%	7,799,795	36.0%
Bulk Cargo	19,948,231	37.7%	25,699,333	41.4%	24,449,618	40.6%	23,897,972	38.8%	24,415,631	39.1%
Containerized Cargo	80,379	0.6%	82,893	0.5%	77,199	0.5%	75,752	0.5%	81,091	0.6%
General Cargo	2,345,475	48.9%	3,304,947	38.7%	3,616,518	36.9%	4,166,863	35.2%	3,546,153	37.2%
Logs and Lumber	863,931	88.4%	913,238	75.0%	1,006,578	73.4%	1,176,540	76.1%	1,270,296	73.4%
Port Total	**30,576,741**	**10.3%**	**41,442,738**	**11.7%**	**41,024,352**	**11.1%**	**40,656,838**	**11.3%**	**38,410,422**	**11.5%**
COAST TOTALS										
Automobiles and Trucks	14,404,430		23,617,421		25,216,373		26,112,896		21,674,877	
Bulk Cargo	52,899,429		61,988,787		60,173,244		61,590,529		62,475,184	
Containerized Cargo	13,138,828		15,239,493		16,005,942		15,296,503		14,106,340	
General Cargo	4,792,090		8,532,935		9,792,476		11,847,310		9,520,729	
Logs and Lumber	977,126		1,218,443		1,372,263		1,545,957		1,731,207	
Coast Total	**296,433,151**		**354,428,967**		**368,655,370**		**361,137,243**		**335,209,777**	

Average Annual Earnings

The table below shows the average annual earnings of Class "A" longshore and clerk registrants and of walking bosses/foremen. The data include hours paid; holiday pay; vacation pay; pay for travel hours; and taxable travel-related meals, fares and lodging. The earnings data do NOT include Pay Guarantee Plan (PGP) payments; taxable mileage; and nontaxable travel-related meals, fares and lodging. Data for Class "B" registrants are NOT included.

The first three columns, identified as **1 or More Hours**, shows the number of registrants paid one or more hours and their corresponding average annual hours and average annual earnings.

The **% of Registrants** column shows the percent of the total number of registrants who were paid hours equal to or greater than the number of hours under the hours heading. Each succeeding hours group includes an increasingly smaller percentage of the respective work force as the minimum number of hours paid is incremented in 400 hour units.

Four pairs of columns follow showing the percent of registrants and average earnings for those registrants paid 1,600 or more hours, 2,000 or more hours, 2,400 or more hours, and 2,800 or more hours.

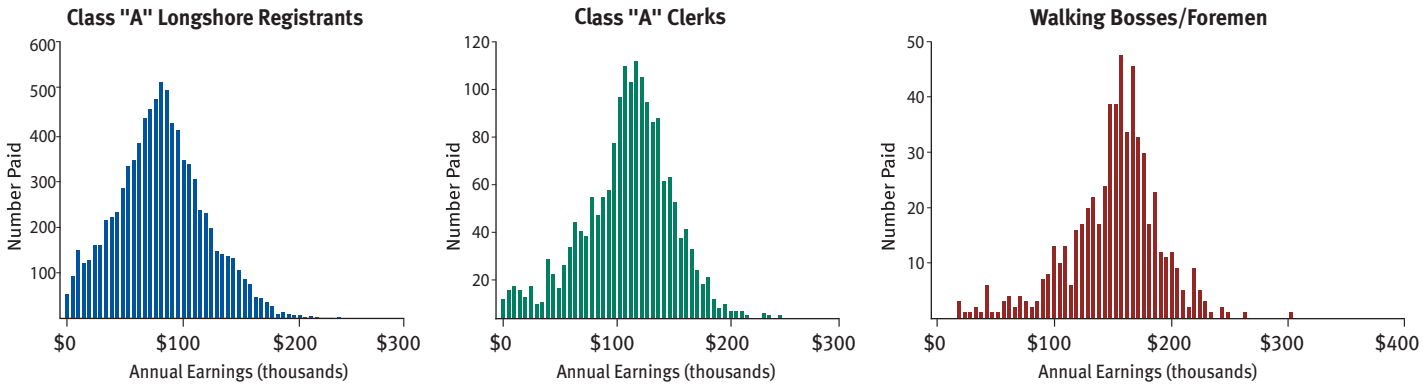
The **Average Earnings** column shows the average earnings for those registrants who were paid hours equal to or greater than the number of hours under the hours heading.

The **Average Hours** column shows the average numbers of hours paid to those registrants who were paid 2,800 or more hours.

	1 or More Hours			1600 or More Hours		2000 or More Hours		2400 or More Hours		2800 or More Hours		
Year	Number Paid	Average Hours	Average Earnings	% of Registrants	Average Earnings	% of Registrants	Average Earnings	% of Registrants	Average Earnings	% of Registrants	Average Hours	Average Earnings
CLASS "A" LONGSHORE REGISTRANTS												
2000	6,291	2,076	$84,113	74.9%	$97,899	58.0%	$105,278	35.1%	$116,300	15.3%	3,194	$131,869
2001	6,463	2,006	82,895	71.7	98,585	53.8	106,883	31.8	118,613	13.8	3,208	135,379
2002	6,628	1,973	83,116	70.4	99,662	53.0	107,781	30.3	119,825	13.0	3,165	135,548
2003	6,676	2,066	89,484	72.3	106,520	55.2	115,591	36.2	127,084	19.1	3,196	141,058
2004 *	7,170	2,119	93,369	75.4	109,031	59.7	117,343	40.0	129,448	23.0	3,243	142,876
2005	7,070	2,123	96,332	73.5	114,219	57.5	123,464	39.0	135,658	22.4	3,243	149,550
2006	7,395	2,163	101,115	75.1	118,425	59.5	127,304	40.8	139,372	23.2	3,260	153,866
2007	8,156	2,117	99,575	75.1	115,857	57.4	125,461	37.0	138,938	20.6	3,215	153,179
2008	8,550	2,043	97,328	71.6	115,539	52.6	126,305	33.6	140,065	18.2	3,207	155,136
2009 *	**8,607**	**1,792**	**$85,399**	**61.2%**	**$108,621**	**40.6%**	**$120,448**	**22.8%**	**$135,749**	**9.7%**	**3,139**	**$154,043**
CLASS "A" CLERKS												
2000	1,558	2,685	$118,982	92.1%	$124,390	84.4%	$128,058	69.2%	$134,495	45.4%	3,300	$145,960
2001	1,583	2,662	118,844	91.7	124,563	83.3	128,421	67.5	135,258	44.0	3,302	147,046
2002	1,568	2,633	119,404	90.1	126,593	80.9	131,131	65.9	138,209	44.0	3,308	149,351
2003	1,529	2,719	124,519	90.4	131,860	82.1	136,340	68.0	143,343	50.2	3,356	152,586
2004 *	1,578	2,713	125,880	89.5	134,234	81.4	138,996	70.3	144,885	51.8	3,421	154,710
2005	1,877	2,629	124,333	87.4	134,584	77.3	140,582	64.1	148,240	45.4	3,372	159,739
2006	1,829	2,648	128,966	86.9	140,052	78.6	145,219	64.8	153,076	47.3	3,373	163,463
2007	1,933	2,622	129,447	87.8	139,862	78.2	145,731	64.1	153,212	45.1	3,351	164,223
2008	1,897	2,566	128,996	86.3	140,542	76.9	146,113	61.5	154,597	42.3	3,334	166,435
2009 *	**1,757**	**2,241**	**$112,907**	**81.1%**	**$126,896**	**68.1%**	**$133,241**	**48.7%**	**$141,917**	**22.5%**	**3,140**	**$158,330**
WALKING BOSSES/FOREMEN												
2000	618	3,282	$160,452	95.6%	$165,149	93.0%	$167,122	84.1%	$172,585	73.0%	3,702	$178,640
2001	616	3,130	157,352	93.8	163,609	89.6	166,508	80.4	171,928	66.1	3,638	179,754
2002	591	3,088	158,507	92.6	166,296	86.5	170,975	76.1	177,447	64.5	3,671	184,565
2003	556	3,317	182,965	93.5	191,454	89.7	194,843	83.3	199,894	69.1	3,871	210,609
2004 *	605	3,205	177,654	94.5	184,032	91.7	186,573	84.8	191,268	72.7	3,697	198,771
2005	654	3,180	181,217	94.0	188,789	89.8	192,463	82.3	197,930	70.9	3,650	205,018
2006	692	3,202	186,504	94.4	193,647	89.9	197,735	82.5	203,491	71.4	3,659	210,798
2007	696	3,189	189,473	94.0	196,881	90.4	200,052	83.9	204,911	72.3	3,619	212,469
2008	674	3,015	184,312	92.4	193,432	87.2	197,727	80.1	202,590	65.0	3,524	211,544
2009 *	**593**	**2,485**	**$157,667**	**89.2%**	**$167,308**	**79.4%**	**$172,893**	**63.2%**	**$180,041**	**32.5%**	**3,168**	**$193,810**

*Data for 2004 and 2009 have been annualized to 52 weeks to allow comparison with other years. These years are 53-week payroll years.

NUMBER OF REGISTRANTS PAID BY 2009 ANNUAL EARNINGS *(grouped in $5,000 increments)*



Registered Work Force by Local – 2009

The information below shows average hours and earnings averages for those members of the locals who (1) were active for the full payroll year and (2) were paid for one or more hours during the payroll year. The average ages of working registrants are also shown.

No. Registered is the active registration count at the end of the payroll year.

Number Working shows the total number of registrants paid for one or more hours.

Average Hours Paid is the average of all hours paid at any occupation code.

Average Days Of shows the average days of vacation, paid holidays, and PGP (1 day = 1/5 of one week).

Average Total Income shows pay for hours paid; vacation pay; holiday pay; PGP; and taxable and non taxable travel-related meals, fares, lodging, and mileage for all Class "A" and Class "B" registrants combined.

Average Age represents the age of members at the end of the year.

Percent of Working Registrants by Hours Paid shows the percentage of those working registrants whose total paid hours fall into each of the hours categories shown.

Local	Number Registered	Number Working	Average Hours Paid	AVERAGE DAYS OF: Vacation Paid	Paid Holidays	PGP Paid	Average Total Income	Average Age	PERCENT OF WORKING REGISTRANTS BY HOURS PAID: 800 or More	1600 or More	2000 or More	2800 or More
	#	#	Hours	Days	Days	Days	$	Years	%	%	%	%
LONGSHORE REGISTRANTS												
Southern California												
13 LA/LB	7,196	6,980	1,631	12.5	11.7	4.0	$79,451	44.8	83.1	51.3	34.2	8.8
29 San Diego	143	138	1,629	12.6	11.5	–	74,647	50.4	84.1	53.6	26.1	7.2
46 Port Hueneme	127	123	1,925	15.9	11.6	0.1	87,845	53.3	87.0	70.7	49.6	12.2
Total	**7,466**	**7,241**	**1,636**	**12.5**	**11.6**	**3.9**	**$79,502**	**45.0**	**83.2**	**51.7**	**34.3**	**8.8**
Northern California												
10 SF Bay Area	1,323	1,247	1,511	10.9	9.8	6.2	$72,739	46.8	73.8	44.9	32.5	10.4
14 Eureka	18	18	739	9.7	11.8	82.5	55,310	51.1	50.0	–	–	–
18 Sacramento	24	24	1,210	15.5	11.5	60.6	71,178	48.7	83.3	20.8	4.2	–
54 Stockton	100	99	1,188	11.6	11.6	44.2	65,004	47.1	73.7	22.2	11.1	–
Total	**1,465**	**1,388**	**1,473**	**11.0**	**10.0**	**10.9**	**$71,934**	**46.9**	**73.6**	**42.3**	**30.0**	**9.4**
Pacific Northwest: Oregon and Columbia River												
04 Vancouver	196	191	1,659	12.6	12.5	4.9	$77,145	41.8	91.1	52.9	29.8	6.8
08 Portland	439	433	1,651	14.7	12.1	5.8	78,861	46.5	89.1	52.4	34.6	3.5
12 North Bend	38	36	965	16.3	10.6	81.8	71,156	53.2	55.6	16.7	11.1	2.8
21 Longview	191	188	1,876	13.8	12.6	2.3	83,270	43.9	95.7	66.0	42.6	5.9
50 Astoria	8	8	1,072	27.5	13.0	36.7	63,704	57.3	62.5	25.0	–	–
53 Newport	10	10	711	7.0	7.3	135.2	71,947	51.0	30.0	20.0	–	–
Total	**882**	**866**	**1,657**	**14.1**	**12.2**	**9.8**	**$78,900**	**45.3**	**88.7**	**53.3**	**33.6**	**4.6**
Pacific Northwest: Washington												
07 Bellingham	15	15	317	22.8	3.5	194.8	$67,000	52.6	13.3	6.7	–	–
19 Seattle	832	808	1,648	12.5	11.3	2.6	79,871	46.9	88.1	50.5	31.3	6.3
23 Tacoma	824	809	1,845	14.1	11.7	1.2	88,419	45.9	90.2	58.5	43.1	13.0
24 Aberdeen	32	32	1,323	23.4	12.8	43.6	79,571	54.9	90.6	21.9	9.4	3.1
25 Anacortes	9	8	1,576	22.5	13.0	21.1	84,760	48.8	87.5	37.5	25.0	–
27 Port Angeles	20	20	483	29.0	4.4	169.1	71,422	55.7	20.0	10.0	5.0	–
32 Everett	37	35	1,508	12.9	11.3	12.6	67,449	43.8	74.3	37.1	34.3	11.4
47 Olympia	28	28	899	17.4	10.0	66.8	57,433	47.2	39.3	10.7	7.1	–
51 Port Gamble	10	10	806	18.0	9.1	97.8	66,639	47.1	50.0	10.0	10.0	–
Total	**1,807**	**1,765**	**1,688**	**13.9**	**11.3**	**8.1**	**$82,923**	**46.7**	**86.5**	**51.6**	**35.3**	**9.1**
Longshore Total	**11,620**	**11,260**	**1,625**	**12.7**	**11.4**	**5.9**	**$79,059**	**45.6**	**83.0**	**50.7**	**33.9**	**8.6**
CLERKS												
29 San Diego	15	15	2,074	20.3	11.0	–	$100,163	56.3	80.0	73.3	60.0	26.7
46 Port Hueneme	16	16	2,558	27.4	12.2	–	122,203	59.6	93.8	93.8	87.5	37.5
63 LA/LB	1,227	1,198	2,183	21.2	12.2	–	111,223	53.3	94.5	78.5	64.7	20.4
14 Eureka	1	1	*	32.0	13.0	–	*	71.0	100.0	100.0	100.0	–
34 SF Bay Area	209	204	2,279	21.1	12.2	–	110,836	54.4	96.6	87.3	76.0	15.7
40 Portland	98	95	2,583	23.2	12.2	–	127,413	52.6	97.9	90.5	86.3	41.1
23 Tacoma	99	98	2,708	27.8	12.7	–	135,507	51.5	98.0	91.8	80.6	50.0
52 Seattle	137	135	2,671	23.7	12.1	–	137,858	55.1	94.8	88.9	83.0	48.1
Clerk Total	**1,802**	**1,762**	**2,285**	**21.9**	**12.2**	**–**	**$115,448**	**53.5**	**95.0**	**81.8**	**69.6**	**24.9**
FOREMEN												
94 LA/LB	386	380	2,477	26.6	14.8	–	$158,198	54.9	97.4	89.2	78.9	34.2
91 SF Bay Area	70	70	2,377	25.8	14.9	1.7	149,631	56.0	95.7	84.3	70.0	31.4
92 Portland	49	49	2,444	29.8	14.7	9.9	160,102	56.6	95.9	85.7	83.7	24.5
98 Seattle	96	94	2,922	27.8	14.8	0.2	187,325	52.6	100.0	96.8	94.7	53.2
Foremen Total	**601**	**593**	**2,533**	**26.9**	**14.8**	**1.1**	**$161,961**	**54.8**	**97.5**	**89.5**	**80.8**	**36.1**

* Average Hours Paid and Average Total Income for groups of fewer than five people are not shown, but the data are included in category averages.

Hours by Job Categories

The hours shown are summarized from payroll information reported to PMA. The hours are shown by the job category (determined by occupation code number) in which they are reported for payroll and/or benefit assessment purposes. The hours listed under the various CFS Agreement categories do not represent total CFS activity because a CFS operator may payroll employees at job categories other than CFS Agreement categories.

These are the hours paid in payroll year 2009.

These are the hours paid in payroll year 2008.

Pct. Chg. from 2008 shows the percent change of the 2009 hours paid from 2008.

"Percent Paid to Casuals" shows the percent of hours paid in each job category that were paid to registrants who were *not* longshore, clerk or foreman registrants. For example, a member of an ILWU longshore local being paid in a clerk job category is NOT a casual, but a member of an ILWU warehouse local (not part of the bargaining unit) being paid in a longshore job category IS a casual.

"Percent of Category" shows the percent that each job category comprises of the total hours for the category group, *i.e.* longshore, clerk and foreman.

Job Category	2009	2008	Pct. Chg. from 2008	Percent of Category	Percent Paid to Casuals
LONGSHORE CATEGORIES					
Basic Rate - General	1,452,840	1,876,565	-22.6%	8.0%	4.7%
- Lasher	1,040,800	1,267,028	-17.9	5.8	3.9
- Holdman	1,535,860	1,630,159	-5.8	8.5	3.7
- Auto Driver	228,309	373,796	-38.9	1.3	5.6
Skilled Wage I	325,901	390,151	-16.5	1.8	3.6
- Hatch Tender	96,461	132,574	-27.2	0.5	1.2
- Lift Truck Operator	139,191	189,452	-26.5	0.8	1.1
- Skilled Holdman	164,757	169,190	-2.6	0.9	1.8
- Tractor Driver	4,301,384	5,038,820	-14.6	23.8	1.3
Skilled Wage II	161,078	195,927	-17.8	0.9	0.6
- Crane Operator	141,706	163,624	-13.4	0.8	0.1
- Heavy Lift/Payloader	367,754	521,183	-29.4	2.0	0.7
Skilled Wage III	1,024,929	1,271,891	-19.4	5.7	0.0
- Crane Gantry/Hammerhead	921,462	1,139,148	-19.1	5.1	<0.1
- Top Handler/UTR	1,475,576	1,867,202	-21.0	8.2	<0.1
- Transtainer	260,722	448,072	-41.8	1.4	0.0
- Straddle Carrier	134,994	173,560	-22.2	0.7	0.0
CFS Agreement Rate	0	0	0.0	0.0	0.0
Miscellaneous Dock - General	99,303	111,956	-11.3	0.5	2.4
- Mechanics	2,427,612	2,846,544	-14.7	13.4	0.1
- Gear	389,882	502,246	-22.4	2.2	0.4
- Lines	350,277	385,886	-9.2	1.9	0.3
- Sweepers	126,750	172,957	-26.7	0.7	0.3
Joint Dispatch	228,066	242,835	-6.1	1.3	0.0
Member Company Agmts.	37,650	40,296	-6.6	0.2	0.1
Grain/Whse/NonMember Agmts.	606,981	676,638	-10.3	3.4	1.6
Subtotal	**18,040,245**	**21,827,700**	**-17.4**	**99.9**	**1.5%**
Travel Time*	18,845	29,347	-35.8	0.1	
TOTAL LONGSHORE HOURS	**18,059,090**	**21,857,047**	**-17.4%**	**100.0%**	
CLERK CATEGORIES					
Basic Clerk	311,092	468,993	-33.7%	6.7%	7.4%
Clerk Supervisor	351,827	484,264	-27.3	7.6	1.0
Kitchen/Tower/Computer Clerk	2,740,582	3,576,021	-23.4	59.3	0.4
Chief Supervisor & Supercargo					
- Chief Supervisor	571,977	804,161	-28.9	12.4	<0.1
- Supercargo	356,627	422,584	-15.6	7.7	<0.1
- Vessel Planner	209,072	292,783	-28.6	4.5	0.0
CFS Agreement Clerk	598	950	-37.1	<0.1	0.0
Joint Dispatcher	54,344	55,009	-1.2	1.2	0.0
Subtotal	**4,596,119**	**6,104,765**	**-24.7**	**99.5**	**0.8%**
Travel Time*	22,480	25,454	-11.7	0.5	
TOTAL CLERK HOURS	**4,618,599**	**6,130,219**	**-24.7%**	**100.0%**	
FOREMAN CATEGORIES					
Foreman - 20%	0	13,282	-100.0%	0.0%	0.0%
Foreman - 30%	1,645,698	2,211,895	-25.6	97.8	0.0
CFS Agreement Foreman	6,110	7,307	-16.4	0.4	0.0
Joint Dispatcher	23,398	22,738	2.9	1.4	0.0
Subtotal	**1,675,206**	**2,255,222**	**-25.7**	**99.5**	**0.0**
Travel Time*	8,122	9,450	-14.1	0.5	
TOTAL FOREMAN HOURS	**1,683,328**	**2,264,672**	**-25.7%**	**100.0%**	
ALL CATEGORIES					
Subtotal - All Job Categories	**24,311,570**	**30,187,687**	**-19.5%**	**99.8%**	**1.3%**
Travel Time*	49,447	64,251	-23.0	0.2	
TOTAL HOURS	**24,361,017**	**30,251,938**	**-19.5%**	**100.0%**	

*Industry Travel hours are excluded.

SELECTED OCCUPATION CODES ASSOCIATED WITH LONGSHORE AND CLERK JOB CATEGORIES

LONGSHORE JOB CATEGORIES

Basic Rate

0001 Auto Driver
0002 Boardman
0005 Dockman
0006 Frontman/Slingman
0007 Holdman
0009 Lasher

Skill Wage I

0023 Button Pusher
0025 Combo Lift/Jitney
0026 Crane Chaser
0028 Hatch Tender
0029 Lift Truck Operator
0030 Payloader Operator
0033 Skilled Holdman
0036 Tractor – Semi-Dock
0037 Utility Lift Driver
0038 Winch Driver
0044 Mechanical Hopper Opener
0045 Monthly UTR Work – Tractor
0047 UTR Ro/Ro Ship
0070 Bulldozer/Caterpillar

Skill Wage II

0053 Payloader Over 15 Tons
0055 Lift Truck – Heavy
0080 Bulkloader Operator
0085 Crane Mobile
0087 Crane Shipboard
0088 Crane Whirley
0092 Log Loader/Snapper
0094 Switch Engine Operator

Skill Wage III

0061 Top Handler
0062 Side Pick
0063 Reach Stacker
0068 LA/LB Steady Transtainer
0066 LA/LB Whirley/Winch
0067 Hall Crane Rated Equipment – Yard
0083 Transtainer Operator
0084 Crane Container Gantry
0093 Straddle Carrier Operator
0095 Port Packer
0096 LA/LB Steady Hammerhead

CLERK JOB CATEGORIES

Basic Clerk

0100 Basic Clerk – Ship
0101 Basic Clerk – Dock
0108 Basic Clerk – Ship Registered
0109 Basic Clerk – Dock Registered

Clerk Supervisor

0102 Supervisor – Ship
0103 Supervisor – Dock

Kitchen/Tower/Computer Clerk

0115 Computer Kitchen/Tower Supervisor
0116 Yard Directing Supervisor (Computer)
0117 Vessel Clerk Supervisor (Computer)
0118 Rail Clerk Supervisor (Computer)

Chief Supervisor & Supercargo

0104 Supercargo – Bulk/Ship
0105 Supercargo – Other/Ship
0106 Chief Supervisor

Total Shoreside Payrolls Processed by PMA

The data in the table below include payments to all occupations reported by PMA members for payroll purposes. Occupational categories include longshoremen, clerks, foremen, watchmen, mechanics, warehousemen, maintenance men, dispatchers, Joint Labor Relations Committee employees and other miscellaneous workers.

Year	Southern California	Northern California	Oregon	Washington	Total
1998*	$ 655,503,360		$ 47,963,817	$ 156,640,904	$ 860,108,081
1999	$ 556,636,573	$ 119,657,029	81,956,977	142,152,862	900,403,441
2000	639,216,711	132,258,890	81,081,187	151,386,303	1,003,943,091
2001	654,975,466	128,077,721	79,182,058	141,929,443	1,004,164,688
2002	700,565,895	124,649,275	73,682,073	149,444,144	1,048,341,387
2003	782,186,349	135,007,505	78,203,842	168,844,117	1,164,241,813
2004	879,867,498	148,792,441	83,241,784	191,073,284	1,302,975,008
2005	935,494,748	159,916,047	80,443,269	237,498,746	1,413,352,809
2006	1,070,853,577	172,066,760	92,490,636	233,030,949	1,568,441,922
2007	1,059,641,237	170,093,221	104,723,518	228,651,375	1,563,109,350
2008	997,407,360	165,078,152	107,922,962	226,438,383	1,496,846,857
2009	**$ 808,300,808**	**$ 144,265,249**	**$ 92,220,479**	**$ 204,186,280**	**$ 1,248,974,827**

*In 1998, Shoreside Payrolls were reported by State and not by PMA Administrative Area.

PMA also collects and transfers employer contributions to the Federal Insurance Contributions Act (F.I.C.A.) accounts and State Unemployment Insurance (S.U.I.) accounts on these payrolls. In 2009, employer FICA taxes paid were $75,872,985 and SUI taxes paid were $32,977,496.

Assessment Rates

2009/2010 ASSESSMENT RATES

Payroll Hour Rate	Benefits Plans	Other Assessments: CFS Program	Other Assessments: 401(k)	Other Assessments: Marine Clerk Work Opportunity	PMA Cargo Dues	Total
L/S and Clerk	$27.01		$1.14		$0.63	$28.78
Walking Boss	$27.01		$4.95		$0.63	$32.59
Offshore and Intercoastal Tonnage Rates						
Containers (per R.U.)	$24.40	$0.08		$1.44	$3.66	$29.58
General Cargo	$1.435				$0.215	$1.650
Lumber and Logs	$1.085				$0.215	$1.650
Autos & Trucks	$0.088				$0.215	$0.331
Bulk Cargo	$0.021				$0.004	$0.032
Coastwise and Inbound from British Columbia*						
Containers (per R.U.)	$17.22	$0.06		$1.02	$3.66	$21.96
General Cargo	$0.592				$0.215	$0.807
Lumber and Logs	$0.592				$0.215	$0.807
Autos & Trucks	$0.048				$0.215	$0.263
Bulk Cargo	$0.012				$0.004	$0.016

*Inbound from B.C. applicable to General Cargo and Lumber and Logs loaded in B.C.

ILWU-PMA 401(k) Plan

For Plan Year Ended June 30:	2009*	2008	2007	2006	2005	2004
Contributions						
Employee	**$ 63,338,105**	$ 83,836,157	$ 83,929,254	$ 80,763,938	$ 68,900,744	$ 56,394,942
Employer	**29,555,280**	31,867,678	30,982,294	29,743,532	27,792,749	24,372,413
Total Contributions	**$ 92,893,385**	$ 115,703,835	$ 114,911,548	$ 110,507,469	$ 96,693,493	$ 80,767,355
Investment Income						
Net realized/unrealized appreciation	**$ (153,252,341)**	$ (99,197,171)	$ 62,260,606	$ 46,244,837	$ 35,250,470	$ 45,460,248
Interest and Dividends	**27,896,732**	47,779,289	41,777,977	1,074,142	1,261,102	1,267,223
Less: Investment expense	**(521,891)**	(728,685)	(710,749)	(683,561)	(612,843)	(631,870)
Total Additions	**$ (32,984,115)**	$ 63,557,268	$ 218,239,382	$ 157,142,887	$ 132,592,222	$ 126,862,956
Distributions						
Distributions to participants	**(78,277,224)**	(67,296,510)	(67,439,370)	(43,957,339)	(35,254,447)	(33,401,999)
Net Change	**$ (111,261,339)**	$ (3,739,242)	$ 150,800,012	$ 113,185,548	$ 97,337,775	$ 93,460,957
Net Assets available for Benefits						
Beginning of year	**903,384,619**	907,123,861	756,323,849	643,138,301	545,800,526	452,339,569
End of year	**$ 792,123,280**	$ 903,384,619	$ 907,123,861	$ 756,323,849	$ 643,138,301	$ 545,800,526

*2009 is based on unaudited financial reports.

Pension Benefits

CHANGES IN NET ASSETS AVAILABLE FOR PENSION BENEFITS

The data in the table below are obtained from the audited annual financial statements of the ILWU-PMA Pension Plan. The records for the Plan are maintained on the accrual basis of accounting; each Plan Year ends June 30.

For Plan Year Ended June 30:	2009	2008	2007	2006	2005	2004
Benefits Paid and Expenses						
Pensions paid	**$ 234,096,522**	$ 221,824,522	$ 206,499,082	$ 187,269,181	$ 178,379,753	$ 173,764,799
Administrative expenses	**5,084,654**	4,384,463	4,465,862	4,108,487	4,827,321	3,950,101
Total Deductions	**$ 239,181,176**	$ 226,208,985	$ 210,964,944	$ 191,377,668	$ 183,207,074	$ 177,714,900
Investment Income and Employer Contributions						
Net appreciation of fair value of investments	**$ (548,928,868)**	$ (222,528,309)	$ 289,716,373	$ 142,294,355	$ 143,840,483	$ 172,474,460
Interest	**32,840,188**	34,294,086	23,399,794	23,361,135	20,308,595	27,118,070
Dividends from investments	**39,370,795**	42,501,468	37,427,476	34,666,044	35,660,141	29,801,798
Less investment expense	**(5,911,844)**	(7,036,826)	(7,630,713)	(6,823,078)	(5,104,005)	(4,761,574)
Total Income Gain (Loss)	**$ (482,629,729)**	$ (152,769,581)	$ 342,912,930	$ 193,498,456	$ 194,705,214	$ 224,632,754
Contributions from Employers	**248,742,375**	171,950,979	146,450,398	117,283,145	80,000,000	48,035,455
Miscellaneous Income	**–**	532	364,618	415,989	15,870	215,480
Total Additions (Subtractions)	**$ (233,887,354)**	$ 19,181,930	$ 489,727,946	$ 311,197,590	$ 274,721,084	$ 272,883,689
Net Increase (Decrease)	**(473,068,530)**	(207,027,055)	278,763,002	119,819,922	91,514,010	95,168,789
Net Assets Avail for Benefits: Beg. of Year	**$ 2,310,611,990**	$ 2,517,639,045	$ 2,238,876,043	$ 2,119,056,121	$ 2,027,542,111	$ 1,932,373,322
End of Year	**$ 1,837,543,460**	$ 2,310,611,990	$ 2,517,639,045	$ 2,238,876,043	$ 2,119,056,121	$ 2,027,542,111

EMPLOYER WITHDRAWAL LIABILITY

Multi-employer plans are required by the Multi-employer Pension Plan Amendments Act of 1980 to establish procedures for the determination and imposition of *withdrawal liability* upon the withdrawal of a contributing employer.

Under special rules approved by the Pension Benefit Guaranty Corporation, *the ILWU-PMA Pension Plan will impose withdrawal liability for a withdrawal where the employer*

a) during the 5 years following withdrawal continues or resumes covered operation without an obligation to make contributions or

b) sells or transfers all or a substantial portion of its business or assets to a non-contributing employer.

An employer that simply goes out of business will generally have no withdrawal liability.

To satisfy the withdrawal requirement, the Plan uses the *presumptive method* for the computation of withdrawal liability. The presumptive method bases such liability on certain components of the Plan's unfunded vested benefits liability.

The unfunded vested benefits liability for the Plan Year ended June 30 is shown below. The benefits reflected in the calculation for active employees include only retirement benefits already accumulated, already vested and for which the active employees qualified as a result of age and service through June 30.

Vested Liabilities as of Plan Year Ended June 30:	2009	2008	2007	2006	2005	2004
Retired Participants & Beneficiaries	**$ 2,045,222,201**	$ 1,854,505,823	$ 1,784,732,194	$ 1,587,852,372	$ 1,515,625,380	$ 1,455,549,449
Inactive Vested	**8,606,033**	5,876,744	5,563,507	5,286,272	4,686,585	3,966,396
Active Vested Employees	**1,221,160,824**	1,186,518,865	994,427,704	902,658,253	806,878,902	755,977,668
Total Present Value Vested Liabilities	**$ 3,274,989,058**	$ 3,046,901,432	$ 2,784,723,405	$ 2,495,796,897	$ 2,327,190,867	$ 2,215,493,513
Actuarial Value of Assets	**$ 2,205,052,152**	$ 2,466,948,451	$ 2,353,789,877	$ 2,166,153,916	$ 2,047,437,313	$ 2,058,263,566
Unfunded Vested Benefits Liability	**$ 1,069,936,906**	$ 579,952,981	$ 430,933,528	$ 329,642,981	$ 279,753,554	$ 157,229,947

ACTUARIAL ACCRUED LIABILITY

The actuarial accrued liability is the amount which, together with assumed investment earnings, will be sufficient to pay earned retirement benefits for the lifetimes of those Plan participants eligible for retirement benefits. The difference between net assets and total actuarial accrued liability is the unfunded actuarial accrued liability.

Actuarial Accrued Liability July 1:	2009	2008	2007	2006	2005	2004
Actuarial Value of Assets	**$ 2,205,052,152**	$ 2,466,948,451	$ 2,353,789,877	$ 2,166,153,916	$ 2,047,437,313	$ 2,058,263,566
Actuarial Liability:						
Pensioners/Survivors	**2,078,811,766**	1,935,615,589	1,884,737,419	1,678,168,958	1,567,817,904	1,488,741,632
Inactive Vested	**8,685,216**	6,110,066	5,876,272	5,616,495	4,871,544	4,111,317
Active Employees	**1,956,977,578**	1,959,948,905	1,748,626,488	1,584,701,345	1,341,173,874	1,166,475,463
Total Actuarial Liability	**$ 4,044,474,560**	$ 3,901,674,560	$ 3,639,240,179	$ 3,268,486,798	$ 2,913,863,322	$ 2,659,328,412
Unfunded Actuarial Accrued Liability	**$ 1,839,422,408**	$ 1,434,726,109	$ 1,285,450,302	$ 1,102,332,882	$ 866,426,009	$ 601,064,846

ILWU-PMA SUPPLEMENTAL WELFARE BENEFIT PLAN

For Plan Year Ended June 30:	2009	2008	2007	2006	2005	2004
Contributions by employer	**$ 27,422,007**	$ 29,713,308	$ 30,079,040	$ 30,557,846	$ 30,696,735	$ 34,440,703
Deductions:						
Benefits paid	**27,233,339**	29,546,592	29,908,680	30,385,148	30,487,265	34,269,318
Administrative expenses	**192,557**	169,311	172,131	172,698	209,470	171,385
Total deductions	**$ 27,425,896**	$ 29,715,903	$ 30,080,811	$ 30,557,846	$ 30,696,735	$ 34,440,703

Welfare Benefits

CHANGES IN NET ASSETS AVAILABLE FOR WELFARE BENEFITS

For Plan Year Ended June 30:	2009	2008	2007	2006	2005	2004
Investment Income	**$ 123,349**	$ 570,169	$ 1,123,975	$ 697,164	$ 299,578	$ 107,689
Contributions:						
Employers	**$ 510,291,423**	$ 451,902,286	$ 418,929,678	$ 387,576,685	$ 325,950,687	$ 281,553,606
Employees	**7,088,211**	9,647,003	10,236,521	8,242,478	9,317,965	8,570,383
WILSP/Union	**509,006**	–	21,170	249,977	223,943	195,884
COBRA/self-pay contribution	**125,559**	89,742	171,471	85,812	83,615	54,029
Total contributions	**$ 518,014,199**	$ 461,639,031	$ 429,358,840	$ 396,154,952	$ 335,576,210	$ 290,373,902
Other Income	**6,149,450**	5,880,130	5,741,340	–	–	–
Total additions	**$ 524,286,998**	$ 468,089,330	$ 436,224,155	$ 396,852,116	$ 335,875,788	$ 290,481,591
Deductions:						
Benefits paid	**$ 507,904,531**	$ 458,301,089	$ 411,814,457	$ 376,452,985	$ 319,508,128	$ 275,512,366
Administrative expenses	**6,498,076**	6,426,081	5,673,530	5,459,589	6,142,681	4,969,605
Total deductions	**$ 514,402,607**	$ 464,727,170	$ 417,487,987	$ 381,912,574	$ 325,650,809	$ 280,481,971
Net increase	**$ 9,884,391**	$ 3,362,160	$ 18,736,168	$ 14,939,542	$ 10,224,979	$ 9,999,620
Net assets available for benefits:						
Beginning of year	**$ 118,864,465**	$ 115,502,305	$ 96,766,137	$ 81,826,595	$ 71,601,616	$ 61,601,996
End of year	**$ 128,748,856**	$ 118,864,465	$ 115,502,305	$ 96,766,137	$ 81,826,595	$ 71,601,616

COSTS OF WELFARE BENEFITS PAID CATEGORIZED BY TYPE OF BENEFIT

For Plan Year Ended June 30:	2009	2008	2007	2006	2005	2004
Health Maintenance Organizations						
Hospital, medical, surgery, vision and prescription drugs	**$ 93,709,316**	$ 98,074,329	$ 94,717,570	$ 98,170,162	$ 83,845,814	$ 61,256,809
PPO and Indemnity Plan						
Hospital, medical, surgical	**$ 262,640,062**	$ 222,330,380	$ 191,726,758	$ 163,651,964	$ 138,860,243	$ 132,176,612
Prescription drug program	**63,567,936**	56,527,535	49,131,036	42,590,003	37,915,711	33,397,697
Vision service plan	**3,840,166**	2,162,129	2,070,488	1,892,481	1,754,828	1,825,983
Vision supplement (frames, contacts)	**493**	964	974	792	1,079	2,008
Diabetic durable equipment	**1,219**	310	352	928	1,312	1,832
Subtotal	**$ 330,049,876**	$ 281,021,318	$ 242,929,608	$ 208,136,168	$ 178,533,173	$ 167,404,132
Medicare Part B Reimbursements						
Medicare premiums reimbursements	**$ 10,895,789**	$ 10,595,640	$ 10,088,161	$ 9,291,542	$ 8,044,092	$ 6,557,231
Dental Programs: HMO and PPO Participants						
Dental services - adults	**$ 29,590,977**	$ 28,043,382	$ 26,372,496	$ 23,068,925	$ 20,977,712	$ 17,768,215
Dental services - children	**10,913,008**	11,077,871	10,230,361	8,813,886	7,414,952	5,722,444
Subtotal	**$ 40,503,985**	$ 39,121,253	$ 36,602,857	$ 31,882,811	$ 28,392,664	$ 23,490,659
Other Programs for Eligible Participants						
Life insurance, AD&D	**$ 5,070,563**	$ 3,514,160	$ 2,823,553	$ 3,356,244	$ 3,349,391	$ 3,790,134
Chiropractic	**5,728,275**	7,141,132	6,161,748	7,685,370	5,006,700	2,676,986
Social security supplement	**1,521,109**	744,022	927,236	939,988	1,206,882	1,866,430
Alcoholism/Drug Recovery Program	**4,621,433**	3,911,118	3,219,634	3,608,417	2,470,364	1,981,048
Hearing aids	**1,590,380**	392,287	403,606	367,959	394,623	355,796
Subsequent prosthetic device	**72,038**	92,028	38,650	20,917	42,407	–
Subtotal	**$ 18,603,798**	$ 15,794,747	$ 13,574,427	$ 15,978,895	$ 12,470,367	$ 10,670,394
Non-Industrial Disability Supplement (NIDS)						
For those receiving CSDI (CA)	**$ 4,885,062**	$ 4,434,154	$ 4,013,404	$ 4,500,040	$ 1,737,610	$ 2,489,719
CSDI Supplement	**–**	–	–	–	118	–
Weekly Indemnity & NIDS (OR & WA)	**8,722,238**	9,235,148	9,848,929	8,434,367	6,405,290	3,528,055
Subtotal	**$ 13,607,300**	$ 13,669,302	$ 13,862,333	$ 12,934,407	$ 8,143,018	$ 6,017,774
Subsidy Benefits for Certain Pre-7/1/75 Widows						
WILSP subsidy payments	**$ 534,467**	$ 24,500	$ 39,500	$ 59,000	$ 79,000	$ 115,367
TOTAL BENEFITS	**$ 507,904,531**	$ 458,301,089	$ 411,814,456	$ 376,452,985	$ 319,508,128	$ 275,512,366
Reconciliation to Form 5500 (accrual)	**17,480,225**	134,366	7,017,563	4,116,815	5,686,773	(5,384,437)
TOTAL BENEFITS AFTER RECONCILIATION	**$ 525,384,756**	$ 458,435,455	$ 418,832,019	$ 380,569,800	$ 325,194,901	$ 270,127,929

2009 Vacations Paid and Distribution of Longshore PGP by Local

No. of Vacations shows the number of inactives, actives and employees over 60 who received vacation payments.

Avg. No. of Weeks shows the average number of vacation weeks paid to active employees in each local.

Average Payment shows the average vacation payment to to active employees with at least 1,600 qualifying hours. Payments made to 11 dispatchers were discarded from the average payment calculation.

Total Payments includes only the monies actually paid directly to active employees; other costs to the Vacation Plan such as the various employment taxes are not included. Payments made in August and December 2009 to employees who retired during the payroll year are not included in the data shown.

No. Receiving Any PGP includes longshore registrants who received PGP and were members of the local for the entire year.

Total PGP shows the total PGP payments made to active employees of the local.

% Change from 2008 shows the percent change of 2009 PGP paid from 2008.

% of Coast shows the total PGP paid to the local as a percent of the total paid to the Coast.

Average Payment included longshore registrants who received PGP payments.

		VACATIONS PAID				PAY GUARANTEE PAID				
Local		No. of Vacations	Average No. of Weeks	Average Payment	Total Payments	No. Receiving Any PGP	Total PGP	% Change From 2008	% of Coast	Average Payment
LONGSHORE REGISTRANTS										
Southern California										
13	LA/LB	6,897	2.6	$ 4,082	$ 25,246,445	1,896	$ 5,711,235	3358.2%	41.4%	$ 3,012
29	San Diego	137	2.6	4,014	507,897	1	244	442.2%	<0.1%	244
46	Port Hueneme	120	3.4	5,237	578,315	5	1,475	-91.8%	<0.1%	295
	Total	**7,154**	**2.6**	**$ 4,103**	**$ 26,332,657**	**1,902**	**$ 5,712,954**	**3020.0%**	**41.4%**	**$ 3,004**
Northern California										
10	SF Bay Area	1,124	2.5	$ 4,437	$ 3,981,365	309	$ 1,374,972	144.1%	10.0%	$ 4,450
14	Eureka	17	2.1	5,321	43,428	18	302,673	124.1%	2.2%	16,815
18	Sacramento	26	3.0	5,161	107,400	24	327,224	201.2%	2.4%	13,634
54	Stockton	93	2.5	4,302	323,400	93	932,675	312.7%	6.8%	10,029
	Total	**1,260**	**2.5**	**$ 4,444**	**$ 4,455,593**	**444**	**$ 2,937,544**	**184.4%**	**21.3%**	**$ 6,616**
Pacific Northwest: Oregon and Columbia River										
4	Vancouver, WA	188	2.6	$ 3,926	$ 681,978	128	$ 208,923	158.9%	1.5%	$ 1,632
8	Portland	443	3.1	4,639	1,933,229	233	550,533	1516.0%	4.0%	2,363
12	North Bend	41	4.1	6,066	214,378	33	703,437	26.3%	5.1%	21,316
21	Longview, WA	197	2.9	4,449	782,600	81	88,178	115.7%	0.6%	1,089
50	Astoria	10	6.0	8,912	78,802	6	68,282	47.4%	0.5%	11,380
53	Newport	5	2.8	2,549	17,570	10	321,490	36.2%	2.3%	32,149
	Total	**884**	**3.1**	**$ 4,489**	**$ 3,708,557**	**491**	**$ 1,940,843**	**95.0%**	**14.1%**	**$ 3,953**
Pacific Northwest: Washington										
7	Bellingham	16	4.5	$ 4,502	$ 86,319	15	$ 697,789	4.0%	5.1%	$46,519
19	Seattle	808	2.7	4,494	3,005,777	233	399,610	485.5%	2.9%	1,715
23	Tacoma	816	3.0	4,635	3,464,272	101	227,252	100.0%	1.6%	2,250
24	Aberdeen	34	4.7	6,187	212,748	31	333,724	59.5%	2.4%	10,765
25	Anacortes	10	5.0	6,201	63,574	8	38,532	-24.4%	0.3%	4,816
27	Port Angeles	27	5.8	7,670	174,858	19	807,410	-14.3%	5.9%	42,495
32	Everett	35	3.1	5,458	152,536	22	76,567	154.2%	0.6%	3,480
47	Olympia	29	4.0	6,699	147,851	26	389,832	-29.7%	2.8%	14,994
51	Port Gamble	9	4.0	4,041	46,247	9	231,004	27.6%	1.7%	25,667
	Total	**1,784**	**3.0**	**$ 4,644**	**$ 7,354,182**	**442**	**$ 3,201,720**	**18.2%**	**23.2%**	**$ 6,900**
Longshore Total		**11,082**	**2.7**	**$ 4,247**	**$ 41,850,989**	**3,301**	**$ 13,793,061**	**180.4%**	**100.0%**	**$ 4,178**
CLERKS										
29	San Diego	13	4.4	$ 6,741	$ 89,770					
46	Port Hueneme	16	5.6	8,827	135,357					
63	LA/LB	1,303	4.1	6,614	8,159,260					
14	Eureka	1	6.0	*	*					
34	SF Bay Area	214	4.2	6,614	1,353,076					
40	Portland	97	4.7	7,307	704,481					
23	Tacoma	101	5.3	8,070	789,216					
52	Seattle	150	4.7	7,554	1,076,032					
Clerks Total		**1,895**	**4.3**	**$ 6,831**	**$ 12,316,659**					
FOREMEN										
94	LA/LB	437	5.0	9,556	4,042,828					
91	SF Bay Area	81	4.8	9,368	710,962					
92	Portland	60	5.6	10,756	590,512					
98	Seattle	104	5.2	10,074	1,004,334					
Foremen Total		**682**	**5.0**	**$ 9,712**	**$ 6,348,635**					
COAST TOTAL		**13,659**	**3.0**	**$ 5,027**	**$ 60,516,283**					

*Average Payment and Total Payment for groups of fewer than five people are not shown, but the data are included in category averages.

LONGSHORE PGP PAYMENTS BY AREA

Year	AREA: Southern California	Northern California	Oregon	Washington
2005	$20,645	$351,163	$1,359,010	$2,299,978
2006	$13,053	$358,488	$868,693	$2,312,446
2007	$20,347	$478,894	$756,086	$2,403,532
2008	$183,108	$1,032,987	$995,073	$2,707,872
2009	**$5,712,954**	**$2,937,544**	**$1,940,843**	**$3,201,720**

PMA Training Graduates

All Crane training program graduates include Crane certification, simulator training (except SC) and refresher/familiarization training.

The number of Powered Industrial Truck (PIT) graduates does not include the July 1, 2007 3-year Re-evaluation records of 42,559.

Forklift graduates include Basic and Heavy Lift certification and refresher/familiarization training.

Semi-Tractor graduates include Dock and Ro-Ro certification and refresher & familiarization training. The number of graduates includes Casual applicants.

CHE graduates include Top Handler, Side Pick and Reachstacker certification and refresher/familiarization training.

The number of General Safety Training graduates includes Casual applicants.

	2009	2008	2007	2006	2005
Crane / Crane Simulator					
Container Gantry Crane (Sim)	**93**	208	426	314	338
RTG Crane - Transtainer	**19**	89	265	293	345
Ship Gantry Crane (Sim)	**9**	44	8	28	–
Ship Gantry Crane (Fam)	**–**	31	–	–	–
Ship Pedestal Crane (Sim) (Winch)	**6**	25	22	34	23
Mobile Crane (Mobile Cr Light)	**24**	38	65	37	85
Ship Unloader, Bulk Crane	**–**	12	18	15	12
Dock Whirley Crane	**–**	5	8	5	6
Subtotal	**151**	452	812	726	809
Percent of total	**1%**	2%	2%	3%	1%
Skill Equipment / PIT					
Forklift	**874**	1,234	2,677	1,498	1,755
Semi-Tractor	**466**	1,218	3,436	2,024	5,449
Container Handling Equipment (CHE) (Log Loader)	**365**	621	1,449	1,019	1,129
Straddle Carrier	**11**	42	53	23	147
Excavator	**–**	2	13	2	5
Bulk Loader (Bucket)	**–**	5	–	–	–
Bulldozer (Front Loader) (Loci)	**205**	66	112	58	7
Subtotal	**1,921**	3,188	7,740	4,624	8,492
Percent of total	**18%**	16%	18%	16%	15%
Job Specific / Promotions					
Basic Marine Clerk	**2**	26	178	132	433
Clerk Computer Gate (Yard)	**4**	24	191	88	393
Supercargo	**–**	12	17	24	13
Vessel Planner	**–**	1	7	5	11
Walking Boss Orientation	**14**	23	77	81	83
Powered Gangway	**48**	12	10	8	12
Walking Boss Seminar	**741**	211	241	212	366
Watchman	**–**	7	166	348	35
Holdman	**12**	53	44	41	212
Cutting & Grinding	**62**	–	–	–	–
Watchman Reefer	**16**	–	–	–	–
Mechanic (General) (Crane)	**–**	–	–	–	54
Tank, M1 A1	**–**	–	39	–	–
Subtotal	**899**	369	970	939	1,612
Percent of total	**8%**	2%	2%	3%	3%
Safety / Technical / Employee Development					
GST (GIT) (D&A Awareness) (Orient, Skill), (Resp Eval)	**5,388**	8,877	11,537	7,512	12,332
Diversity, Employee & Supervisor	**249**	993	2,229	882	4,523
Standard First Aid / CPR	**427**	433	683	198	688
Lashing	**–**	5	8	137	824
Ammo Handling Safety	**1,011**	–	–	130	70
Vessel Rigging	**5**	3	5	–	–
Basic Casual Safety (LS Entry)	**–**	62	45	143	642
Instructor (Train-the-Trainer)	**–**	–	–	–	–
Subtotal	**7,080**	10,373	14,507	9,002	19,079
Percent of total	**66%**	53%	34%	31%	33%
Testing					
Strength & Agility (Schd Practice)	**34**	317	424	638	1,312
Clerk Cognitive	**53**	567	2,936	1,640	5,635
Clerk Keyboard	**2**	20	126	280	252
Physical Exam (Physical Preemployment)	**309**	1,956	6,058	4,489	7,891
Drug & Alcohol Screen (Drug/Alcohol Preemployment)	**296**	1,987	6,078	4,594	7,931
Lashing Test	**1**	336	2,774	1,752	4,024
Subtotal	**695**	5,183	18,396	13,393	27,045
Percent of total	6%	26%	43%	47%	47%
TOTAL	**10,746**	**19,565**	**42,425**	**28,684**	**57,037**
EXPENDITURE*	**$7,519,919**	**$15,826,142**	**$27,258,104**	**$19,853,060**	**$35,906,285**

*Certain costs of training are not included.

Port Hours, Wages and Tonnage Data

Calculation of Total Tonnage and "Weighted Tonnage"

Cargo moving through West Coast ports is manifested in a variety of ways, but when reported it is ultimately distilled into revenue tons or revenue units (TEUs). General Cargo is reported by weight or measure; Lumber & Logs, by 1,000 board feet to the ton; Automobiles (and light trucks) by measure; Bulk Cargo by weight; and Containerized Cargo, as number of boxes that are converted into Revenue Units, or TEUs. A Revenue Unit, by definition, is equivalent to 17 revenue tons.

From this collection of data, PMA constructs a variety of tonnage statistics that are used for many different purposes. Some of those uses require adjusting, or "weighting," one or more of the cargo sector tonnage values to develop useful indices for comparisons over time or among ports or port groups. One such tonnage "weighting" is used in this section.

Total Tonnage

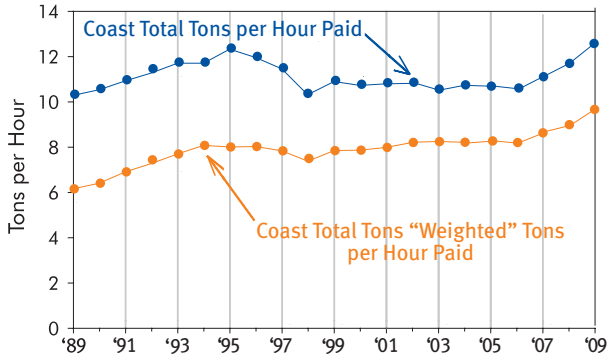
The most commonly used tonnage statistic is Total Tonnage. This measure is constructed by multiplying the number of container TEUs by 17 revenue tons, adding General Cargo revenue tons, Lumber & Logs revenue tons, Autos revenue tons and Bulk tons. The "Total Tonnage" data for each port table shown in this section is calculated by this method.

"Weighted" Tonnage

For the purpose of comparing the volume of tonnage handled in a port or group of ports to the corresponding number of hours paid, a "weighted tonnage" statistic is used. Only two of the cargo sectors are altered to "weight" the total tonnage: Autos and Bulk.

Applying a "weighting" factor to bulk tonnage has been a common approach to measuring productivity for decades. Bulk tonnage is currently weighted at 50 to 1. The reason for greatly reducing the amount of the Bulk tonnage used in studies about productivity is that Bulk Cargo, because of the methods of loading and discharging it, requires far fewer payroll hours per ton than the other sectors of cargo.

Automobiles are reported by measure: each 40 cubic feet of volume is reported as one ton. For example, a popular mid-sized sedan measures 460 cubic feet and weighs 3,330 pounds. This vehicle is reported as 11.5 revenue tons even though it weighs just over 1.6 tons. New imported automobiles arrive on specialized auto carriers and are driven off the vessel and parked. This operation generally takes much less time than handling general cargo or lumber and logs. To offset this difference in labor requirements, auto tonnage is weighted at 6 to 1.

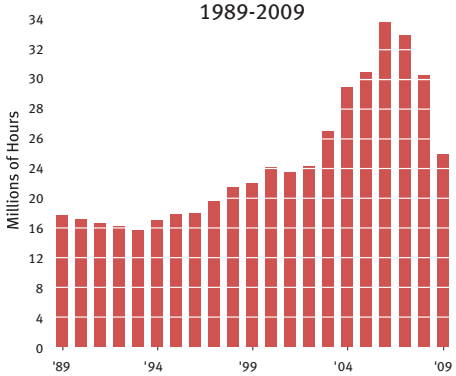


Total Hours have been annualized for 1992, 1998, 2004 and 2009, since these years have 53 payroll weeks, for the calculations of Coast Total Tons per Hour Paid and Coast Total Tons "Weighted" Tons per Hour Paid.

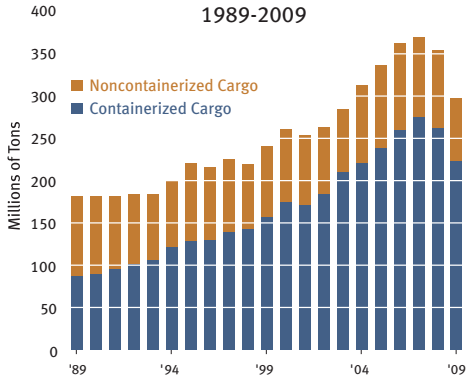
Total "Weighted" Tonnage

Thus, the "weighted" tonnage statistic that is used in the graphs on this page and in calculating the "Weighted Tons" per Hour data in the following tables is the sum of container TEUs x 17, General Cargo tonnage, Lumber & Logs tonnage, 1/6 of Automobiles & Trucks tonnage, and 1/50 of Bulk Cargo tonnage.

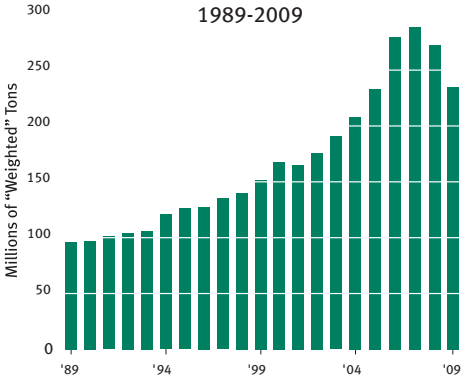
Coast Total Hours Paid
1989-2009



Coast Total Tonnage
1989-2009



Coast Total "Weighted" Tons
1989-2009



"Weighted" Tons =
Containerized + (Auto & Trucks)/6 + Lumber & Logs + General Cargo + Bulk/50

Explanation of Port Hours, Wages and Tonnage Data

The order in which the ports are listed on the following pages is a function of their location. The southernmost U.S. West Coast port, San Diego, California, is shown first, followed by each succeeding northerly port to Bellingham, Washington, near the Canadian border. Following the port data are summaries for each PMA Area and for the Coast.

These three columns show the *Percent of [the] Port Total* hours that were paid at occupation codes in each job category—longshore, clerk and foreman. The hours were paid to persons belonging to that port's local(s), to workers traveling in from other locals, and to casuals. Travel time hours are not included.

These three columns show the *Avg. Hourly Wage* for each job category. The Avg. Hourly Wage value is the result of dividing the wages paid for each job category by the number of hours paid at that job category.

The *Percent of [the] Port Total* that each commodity (tonnage) category represents is the percent of the total port "constructed" tonnage.

	Hours					Wages					Tonnage								
			Percent of Port Total				Average Hourly Wage						Percent of Port Total						
Year	Total Hours	Percent of Coast Total	L/S Jobs	Clk Jobs	Fmn Jobs	Total Wages Paid (000s)	L/S	Clk	Fmn		Total Tonnage	Percent of Coast Total	Containerized	General Cargo	Lumber & Logs	Autos & Trucks	Bulk Cargo	"Weighted Tons" Per Hour Paid	

The **Total Hours** data include all hours paid under the terms of the Pacific Coast Longshore and Clerks' Agreement, the Pacific Coast Walking Bosses and Foremen's Agreement, ILWU-PMA Area Agreements, Member Company Agreements and participating nonmember company agreements. Travel time hours are not included.

Following the **Total Hours** for each year is the *Percent of [the] Coast Total* that those hours represented.

The **Total Wages Paid** figure is the sum of all wages paid for the hours shown in the Total Hours column. These wages do not include any mileage or benefits payments, and they are shown in thousands (000s) of dollars.

The **Total Tonnage** figure is the sum of all revenue tonnage reported as General Cargo, Lumber & Logs, Automobiles & Trucks, Bulk Cargo and a constructed container tonnage figure calculated by multiplying the number of TEUs by 17 tons per revenue unit.

Following the **Total Tonnage** is the *Percent of [the] Coast Total* that the port tonnage represents.

This value is the result of dividing "Weighted Tonnage" by Total Hours. *The Total Hours values for 2004 and 2009 have been annualized to 52 weeks.*

APL *India* sails into the Port of Los Angeles.

Port Hours, Wages and Tonnage Data

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
Southern California																	
San Diego																	
2004	324,353	1.1%	77.8%	11.9%	10.2%	$11,828	$34.53	$37.65	$49.81	4,703,823	1.5%	20.8%	4.5%	2.4%	47.1%	25.2%	5.33
2005	368,111	1.2%	78.2%	12.0%	9.8%	$13,610	$34.99	$38.91	$50.36	5,308,982	1.6%	17.1%	5.9%	2.2%	48.4%	26.4%	4.87
2006	439,870	1.3%	76.8%	13.5%	9.7%	$16,321	$34.92	$39.28	$51.37	6,704,451	1.9%	12.4%	6.2%	1.4%	60.8%	19.2%	4.65
2007	467,593	1.4%	76.6%	13.7%	9.6%	$17,719	$35.70	$39.72	$52.74	6,547,715	1.8%	13.1%	6.1%	1.5%	67.4%	11.9%	4.51
2008	452,418	1.5%	75.4%	15.3%	9.3%	$18,269	$38.39	$41.43	$54.81	5,556,521	1.6%	15.4%	5.2%	1.5%	72.0%	6.0%	4.19
2009	350,167	1.4%	75.6%	14.9%	9.5%	$14,489	$39.61	$41.54	$55.23	3,505,566	1.2%	24.0%	5.7%	1.4%	66.6%	2.3%	4.31
Los Angeles/Long Beach																	
2004	19,390,603	65.9%	68.7%	23.7%	7.7%	$788,163	$39.14	$41.33	$52.01	177,555,140	56.5%	86.2%	3.4%	0.1%	3.6%	6.7%	8.44
2005	19,828,634	63.8%	69.3%	23.3%	7.4%	$827,478	$40.28	$42.41	$53.15	186,528,298	55.6%	87.0%	2.4%	0.1%	3.6%	6.9%	8.49
2006	22,492,627	66.2%	69.8%	22.9%	7.2%	$955,218	$40.87	$43.40	$54.94	210,399,392	58.3%	87.0%	2.9%	0.1%	3.4%	6.6%	8.49
2007	21,571,874	65.5%	70.2%	22.5%	7.3%	$937,745	$41.71	$45.05	$55.55	211,690,522	57.4%	90.3%	2.1%	0.1%	2.8%	4.8%	9.13
2008	19,356,428	64.1%	70.9%	21.8%	7.3%	$872,185	$43.45	$46.38	$56.71	201,455,880	56.8%	90.8%	1.9%	0.1%	2.9%	4.4%	9.71
2009	15,024,123	61.8%	73.9%	19.6%	6.5%	$681,685	$43.96	$46.48	$58.05	167,866,094	56.6%	91.5%	1.1%	<0.1%	2.1%	5.3%	10.60
Port Hueneme																	
2004	435,241	1.5%	76.7%	16.8%	6.5%	$15,261	$33.48	$37.25	$48.08	4,042,129	1.3%	5.9%	16.9%	–	73.8%	3.4%	3.33
2005	520,868	1.7%	77.7%	16.2%	6.1%	$19,069	$35.15	$38.52	$50.11	4,603,142	1.4%	8.3%	19.0%	–	69.5%	3.1%	3.45
2006	502,131	1.5%	77.8%	16.4%	5.7%	$18,873	$36.16	$39.41	$51.73	4,570,636	1.3%	7.5%	19.8%	–	69.4%	3.3%	3.54
2007	493,599	1.5%	78.2%	16.2%	5.6%	$19,256	$37.61	$40.80	$53.43	3,970,701	1.1%	8.7%	21.7%	–	65.3%	4.2%	3.33
2008	420,632	1.4%	78.2%	16.5%	5.2%	$16,723	$38.53	$41.00	$54.14	3,571,200	1.0%	11.2%	21.2%	–	64.3%	3.3%	3.66
2009	400,665	1.6%	79.9%	15.6%	4.5%	$16,159	$39.20	$41.68	$55.68	2,997,560	1.0%	11.0%	24.4%	–	61.2%	3.4%	3.48
Northern California																	
San Francisco/Oakland/Alameda/Redwood City/Richmond/Crockett/Benicia/Port Chicago																	
2004	2,897,798	9.8%	69.2%	22.9%	8.0%	$114,106	$37.74	$39.92	$51.99	29,944,815	9.5%	80.0%	1.0%	<0.1%	9.6%	9.3%	8.73
2005	3,069,920	9.9%	70.2%	21.9%	7.9%	$122,910	$38.36	$40.85	$52.76	32,795,890	9.8%	81.5%	0.8%	–	7.9%	9.8%	8.96
2006	3,172,956	9.3%	71.1%	20.9%	8.0%	$130,229	$39.39	$41.95	$53.39	33,975,539	9.4%	81.4%	0.9%	–	9.7%	7.9%	9.01
2007	3,052,380	9.3%	71.9%	20.1%	8.0%	$128,689	$40.64	$42.84	$54.07	35,267,556	9.6%	81.1%	0.6%	–	11.2%	7.1%	9.67
2008	2,841,251	9.4%	72.9%	18.9%	8.2%	$123,205	$41.97	$43.66	$55.12	34,544,347	9.7%	80.5%	0.3%	–	10.9%	8.3%	10.06
2009	2,465,087	10.1%	73.0%	19.4%	7.7%	$108,171	$42.61	$43.83	$56.15	31,203,927	10.5%	88.0%	0.1%	–	5.3%	6.6%	11.50
Stockton/Pittsburg																	
2004	176,534	0.6%	74.6%	16.6%	8.8%	$6,760	$36.38	$39.65	$51.87	2,359,031	0.8%	<0.1%	12.4%	<0.1%	–	87.5%	1.93
2005	212,352	0.7%	75.2%	15.8%	9.0%	$8,248	$36.93	$39.76	$53.12	3,226,298	1.0%	–	11.0%	–	–	89.0%	1.95
2006	253,433	0.7%	74.7%	15.9%	9.5%	$10,022	$37.81	$38.77	$54.46	3,946,393	1.1%	–	11.8%	<0.1%	–	88.2%	2.12
2007	238,941	0.7%	76.4%	15.0%	8.7%	$9,676	$38.92	$40.05	$55.15	2,931,700	0.8%	–	13.9%	0.1%	–	86.0%	1.93
2008	199,756	0.7%	76.9%	14.9%	8.2%	$8,151	$39.26	$40.87	$55.24	1,496,760	0.4%	0.1%	27.3%	0.2%	–	72.4%	2.17
2009	143,008	0.6%	74.5%	16.8%	8.7%	$5,910	$39.66	$41.78	$54.79	1,120,959	0.4%	–	23.8%	–	–	76.2%	2.03
West Sacramento																	
2004	98,893	0.3%	68.5%	25.7%	5.9%	$3,539	$33.46	$38.65	$50.35	493,006	0.2%	0.1%	61.6%	3.1%	–	35.1%	3.33
2005	103,022	0.3%	69.4%	24.8%	5.8%	$3,762	$34.32	$39.09	$51.61	556,394	0.2%	–	60.2%	1.8%	–	37.9%	3.39
2006	98,728	0.3%	69.7%	24.3%	6.1%	$3,603	$34.15	$39.33	$52.02	469,589	0.1%	<0.1%	85.6%	2.0%	–	12.3%	4.18
2007	77,844	0.2%	69.6%	22.3%	8.1%	$3,091	$37.43	$41.61	$53.95	512,924	0.1%	–	47.9%	–	–	52.1%	3.23
2008	98,404	0.3%	71.7%	19.8%	8.4%	$4,025	$38.76	$42.74	$54.75	536,654	0.2%	0.3%	55.1%	–	–	44.6%	3.07
2009	80,421	0.3%	70.7%	22.1%	7.2%	$3,258	$38.59	$42.33	$53.77	436,056	0.1%	–	68.7%	–	–	31.3%	3.83
Eureka																	
2004	23,797	<0.1%	79.0%	12.0%	9.0%	$852	$34.21	$35.39	$50.23	362,266	0.1%	–	56.3%	43.7%	–	<0.1%	15.52
2005	15,617	<0.1%	80.0%	13.3%	6.7%	$578	$36.01	$35.80	$51.05	279,795	0.1%	–	37.1%	48.2%	–	14.7%	15.34
2006	23,894	0.1%	75.5%	17.6%	6.9%	$886	$35.70	$36.85	$52.60	286,110	0.1%	–	54.6%	31.1%	–	14.4%	10.29
2007	17,663	0.1%	72.6%	20.6%	6.8%	$702	$38.59	$38.22	$56.33	205,224	0.1%	–	71.0%	25.4%	–	3.6%	11.21
2008	18,885	0.1%	68.1%	22.3%	9.6%	$756	$37.99	$38.99	$56.86	165,868	<0.1%	–	86.7%	13.3%	–	–	8.78
2009	5,585	<0.1%	48.4%	46.4%	5.2%	$212	$37.13	$37.76	$47.12	10,086	<0.1%	0.2	51.0%	48.8%	–	–	1.84

Port Hours, Wages and Tonnage Data

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
Pacific Northwest: Oregon and Columbia River																	
North Bend/Coos Bay																	
2004	57,125	0.2%	87.0%	6.2%	6.8%	$2,172	$36.51	$44.22	$51.83	1,672,350	0.5%	<0.1%	1.6%	6.9%	–	91.5%	3.09
2005	50,693	0.2%	85.2%	7.3%	7.5%	$1,995	$37.65	$45.14	$53.01	2,000,930	0.6%	–	1.3%	5.0%	–	93.8%	3.20
2006	41,626	0.1%	84.5%	7.6%	7.8%	$1,720	$39.45	$47.46	$55.42	1,888,709	0.5%	–	1.3%	4.7%	–	94.0%	3.56
2007	36,240	0.1%	84.9%	7.4%	7.7%	$1,496	$39.50	$47.16	$55.38	1,817,948	0.5%	–	1.1%	4.2%	–	94.7%	3.59
2008	33,454	0.1%	84.4%	8.0%	7.6%	$1,431	$40.92	$48.17	$57.70	1,799,872	0.5%	–	0.1%	1.1%	–	98.8%	1.73
2009	22,010	0.1%	86.9%	6.4%	6.8%	$922	$40.36	$47.57	$56.14	1,202,520	0.4%	–	–	0.7%	–	99.3%	1.49
Newport																	
2004	507	<0.1%	100.0%	–	–	$18	$35.83	–	–	–	–	–	–	–	–	–	–
2005	618	<0.1%	100.0%	–	–	$21	$34.58	–	–	–	–	–	–	–	–	–	–
2006	475	<0.1%	100.0%	–	–	$18	$38.18	–	–	–	–	–	–	–	–	–	–
2007	467	<0.1%	100.0%	–	–	$18	$38.87	–	–	–	–	–	–	–	–	–	–
2008	502	<0.1%	100.0%	–	–	$19	$38.84	–	–	–	–	–	–	–	–	–	–
2009	542	<0.1%	100.0%	–	–	$21	$38.84	–	–	–	–	–	–	–	–	–	–
Astoria																	
2004	6,188	<0.1%	91.6%	3.8%	4.6%	$231	$36.24	$45.89	$53.43	51	<0.1%	100.0%	<0.1%	<0.1%	<0.1%	<0.1%	0.01
2005	5,024	<0.1%	96.0%	2.0%	2.0%	$186	$36.48	$44.07	$52.30	–	–	–	–	–	–	–	–
2006	5,842	<0.1%	94.2%	3.0%	2.8%	$232	$38.39	$55.31	$66.62	4,488	<0.1%	–	–	100.0%	–	–	0.77
2007	5,630	<0.1%	96.7%	1.9%	1.3%	$215	$37.85	$43.23	$56.09	2,114	<0.1%	–	36.0%	64.0%	–	–	0.38
2008	4,870	<0.1%	99.5%	0.2%	0.2%	$185	$37.87	$41.45	$48.91	–	–	–	–	–	–	–	–
2009	4,973	<0.1%	99.3%	0.5%	0.2%	$190	$38.07	$40.74	$51.08	–	–	–	–	–	–	–	–
Portland/St. Helens																	
2004	1,123,393	3.8%	76.9%	15.3%	7.8%	$43,402	$36.97	$40.29	$51.79	20,360,025	6.5%	17.3%	4.6%	<0.1%	20.0%	58.0%	4.90
2005	934,220	3.0%	78.1%	14.1%	7.8%	$37,582	$38.54	$42.03	$53.80	18,734,147	5.6%	11.3%	5.2%	0.2%	21.4%	62.0%	4.30
2006	1,075,751	3.2%	77.5%	14.4%	8.2%	$44,158	$39.23	$42.86	$55.07	20,175,930	5.6%	14.0%	4.9%	–	26.5%	54.5%	4.59
2007	1,237,068	3.8%	77.3%	14.6%	8.1%	$51,786	$40.04	$43.49	$56.28	23,166,533	6.3%	15.7%	5.0%	–	22.6%	56.8%	4.79
2008	1,225,401	4.1%	77.7%	14.8%	7.5%	$52,781	$41.31	$44.92	$57.62	21,683,170	6.1%	15.9%	4.4%	–	21.3%	58.5%	4.42
2009	939,311	3.9%	75.8%	17.3%	6.9%	$40,916	$41.94	$44.98	$57.80	16,348,299	5.5%	16.4%	2.3%	–	16.3%	65.0%	4.03
Vancouver																	
2004	347,479	1.2%	78.5%	15.3%	6.2%	$12,784	$35.62	$36.96	$51.06	5,021,408	1.6%	<0.1%	6.8%	1.4%	10.8%	81.0%	1.71
2005	389,660	1.3%	77.2%	16.2%	6.6%	$14,722	$36.38	$38.48	$52.37	4,101,194	1.2%	–	9.3%	1.7%	11.8%	77.2%	1.52
2006	454,630	1.3%	78.5%	15.0%	6.5%	$17,605	$37.39	$39.07	$54.02	5,440,590	1.5%	0.1%	8.3%	1.1%	8.1%	82.5%	1.49
2007	511,180	1.6%	80.1%	13.3%	6.7%	$20,292	$38.37	$40.03	$54.90	6,172,667	1.7%	0.1%	6.9%	0.4%	7.8%	84.8%	1.26
2008	432,512	1.4%	81.0%	12.4%	6.6%	$17,821	$39.94	$41.63	$55.96	5,902,638	1.7%	–	5.4%	–	11.1%	83.5%	1.22
2009	400,655	1.6%	80.0%	12.6%	7.4%	$16,964	$41.15	$41.88	$55.93	5,134,525	1.7%	0.2%	5.1%	–	11.9%	82.8%	1.17
Longview/Kalama																	
2004	337,285	1.1%	82.2%	8.3%	9.5%	$12,777	$35.90	$41.33	$52.03	11,651,094	3.7%	<0.1%	7.4%	5.9%	–	86.6%	5.33
2005	374,548	1.2%	82.1%	8.6%	9.4%	$14,490	$36.71	$41.81	$53.17	12,011,400	3.6%	0.2%	6.5%	5.3%	–	87.9%	4.43
2006	415,198	1.2%	82.9%	8.5%	8.7%	$16,290	$37.40	$41.75	$54.29	10,856,570	3.0%	0.2%	8.7%	6.0%	–	85.1%	4.33
2007	428,390	1.3%	83.6%	7.9%	8.6%	$16,990	$37.80	$42.62	$55.10	11,750,852	3.2%	–	6.8%	5.4%	–	87.8%	3.83
2008	502,174	1.7%	83.3%	8.0%	8.7%	$20,688	$39.25	$44.55	$56.78	14,652,292	4.1%	0.1%	6.3%	4.6%	–	89.0%	3.72
2009	457,489	1.9%	82.7%	8.1%	9.1%	$19,078	$39.69	$44.94	$57.01	11,363,062	3.8%	0.3%	4.3%	5.4%	–	90.0%	2.99
Pacific Northwest: Washington																	
Aberdeen/Grays Harbor																	
2004	62,320	0.2%	86.7%	9.1%	4.2%	$2,338	$36.46	$41.00	$51.60	535,813	0.2%	–	3.4%	34.7%	–	61.9%	3.45
2005	66,201	0.2%	86.3%	8.6%	5.1%	$2,630	$38.56	$43.63	$52.97	793,294	0.2%	–	2.5%	21.9%	–	75.6%	3.11
2006	45,125	0.1%	89.3%	5.6%	5.1%	$1,773	$38.13	$45.27	$52.94	454,469	0.1%	–	–	31.2%	–	68.8%	3.28
2007	38,765	0.1%	85.3%	8.3%	6.4%	$1,629	$40.41	$47.07	$56.81	553,548	0.2%	0.4%	0.3%	13.0%	–	86.3%	2.20
2008	62,878	0.2%	87.9%	5.6%	6.5%	$2,725	$41.86	$49.90	$57.88	866,498	0.2%	–	–	11.9%	–	88.1%	1.88
2009	49,376	0.2%	88.2%	5.6%	6.2%	$2,203	$43.20	$50.48	$59.37	939,232	0.3%	–	1.8%	4.9%	6.4%	86.9%	1.83

Port Hours, Wages and Tonnage Data

Pacific Northwest: Washington (continued)

Port Angeles

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
2004	6,746	<0.1%	97.3%	1.3%	1.3%	$257	$37.77	$46.01	$53.80	33,554	<0.1%	<0.1%	<0.1%	3.8%	–	96.2%	0.29
2005	4,911	<0.1%	100.0%	0.0%	0.0%	$190	$38.68	–	–	–	–	–	–	–	–	–	–
2006	6,098	<0.1%	98.2%	0.7%	1.1%	$241	$39.30	$45.34	$52.98	20,649	<0.1%	–	–	10.1%	–	89.9%	0.40
2007	5,560	<0.1%	100.0%	–	–	$219	$39.37	–	–	15,097	<0.1%	–	–	69.9%	–	30.1%	1.91
2008	4,363	<0.1%	100.0%	–	–	$179	$41.07	–	–	–	–	–	–	–	–	–	–
2009	5,094	<0.1%	99.6%	0.2%	0.2%	$210	$41.14	$39.40	$48.20	–	–	–	–	–	–	–	–

Port Gamble

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
2004	848	<0.1%	100.0%	–	–	$31	$37.12	–	–	–	–	–	–	–	–	–	–
2005	832	<0.1%	100.0%	–	–	$32	$38.10	–	–	–	–	–	–	–	–	–	–
2006	832	<0.1%	100.0%	–	–	$33	$39.21	–	–	–	–	–	–	–	–	–	–
2007	832	<0.1%	100.0%	–	–	$33	$39.74	–	–	–	–	–	–	–	–	–	–
2008	840	<0.1%	100.0%	–	–	$34	$40.22	–	–	–	–	–	–	–	–	–	–
2009	872	<0.1%	100.0%	–	–	$36	$40.78	–	–	–	–	–	–	–	–	–	–

Olympia

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
2004	62,898	0.2%	72.7%	11.6%	15.7%	$2,322	$34.46	$36.94	$48.28	207,184	<0.1%	2.2%	55.4%	36.8%	–	5.6%	3.17
2005	38,604	0.1%	63.7%	19.2%	17.0%	$1,476	$35.72	$36.76	$49.32	100,821	<0.1%	15.3%	65.0%	17.2%	–	2.5%	2.55
2006	36,653	0.1%	70.6%	14.1%	15.4%	$1,394	$35.39	$37.92	$50.25	76,644	<0.1%	12.2%	74.7%	13.1%	–	–	2.09
2007	28,288	0.1%	73.7%	8.9%	17.3%	$1,076	$35.45	$36.71	$49.82	19,263	<0.1%	–	76.1%	23.9%	–	–	0.68
2008	14,240	<0.1%	74.4%	3.5%	22.1%	$547	$35.46	$35.77	$48.76	6,521	<0.1%	–	100.0%	–	–	–	0.46
2009	29,778	0.1%	80.9%	3.0%	16.1%	$1,165	$36.69	$42.89	$50.71	146,699	<0.1%	–	4.9%	95.1%	–	–	5.02

Tacoma

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
2004	2,044,886	6.9%	71.3%	20.3%	8.4%	$83,948	$39.22	$42.11	$54.07	30,737,823	9.8%	66.3%	0.8%	0.5%	7.6%	24.7%	10.64
2005	2,689,203	8.6%	73.6%	18.8%	7.6%	$111,903	$39.77	$43.16	$55.62	34,193,128	10.2%	69.2%	0.8%	0.6%	6.1%	23.3%	9.16
2006	2,622,810	7.7%	74.5%	18.2%	7.4%	$110,826	$40.58	$43.58	$55.93	32,515,515	9.0%	70.9%	0.9%	0.6%	7.4%	20.2%	9.17
2007	2,416,594	7.3%	75.0%	17.9%	7.2%	$103,333	$41.19	$43.92	$56.26	33,753,440	9.2%	71.5%	0.9%	0.5%	7.6%	19.4%	10.42
2008	2,367,826	7.8%	74.5%	18.4%	7.2%	$104,182	$42.52	$44.83	$57.27	34,700,616	9.8%	69.5%	0.9%	0.4%	7.0%	22.1%	10.62
2009	1,975,305	8.1%	74.6%	18.3%	7.1%	$88,583	$43.54	$45.11	$57.86	28,700,452	9.7%	67.6%	0.8%	0.1%	6.0%	25.5%	10.36

Seattle

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
2004	1,999,276	6.8%	70.6%	22.0%	7.5%	$80,710	$38.37	$41.84	$54.91	23,975,324	7.6%	81.0%	0.8%	<0.1%	0.3%	17.9%	10.05
2005	2,341,941	7.5%	70.7%	22.2%	7.1%	$95,178	$38.49	$42.56	$55.97	29,515,052	8.8%	80.3%	0.6%	–	0.3%	18.8%	10.25
2006	2,169,133	6.4%	70.9%	21.9%	7.2%	$91,713	$40.30	$43.86	$57.02	28,692,359	7.9%	76.9%	0.6%	–	0.4%	22.0%	10.33
2007	2,217,223	6.7%	71.6%	21.2%	7.2%	$95,321	$41.06	$44.53	$57.69	29,513,939	8.0%	79.0%	0.6%	–	0.4%	20.1%	10.65
2008	2,046,008	6.8%	71.6%	20.9%	7.5%	$91,426	$42.92	$45.73	$58.58	26,732,072	7.5%	72.8%	0.5%	–	0.4%	26.3%	9.65
2009	1,870,679	7.7%	71.9%	20.6%	7.5%	$84,717	$43.72	$45.68	$59.21	25,070,046	8.5%	75.4%	0.3%	–	0.3%	24.0%	10.41

Everett

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
2004	26,572	<0.1%	77.4%	11.1%	11.5%	$932	$33.13	$37.09	$46.16	27,002	<0.1%	20.4%	24.5%	55.1%	<0.1%	<0.1%	1.04
2005	72,174	0.2%	75.1%	12.8%	12.2%	$2,672	$34.14	$41.11	$50.54	169,486	0.1%	22.6%	37.2%	3.1%	7.6%	29.5%	1.52
2006	87,285	0.3%	74.6%	14.3%	11.0%	$3,259	$34.59	$41.31	$50.79	242,039	0.1%	27.8%	51.7%	6.7%	13.8%	–	2.45
2007	96,689	0.3%	74.8%	15.0%	10.2%	$3,671	$35.46	$41.30	$51.55	386,984	0.1%	24.9%	29.4%	7.7%	5.5%	32.5%	2.55
2008	89,525	0.3%	72.7%	15.6%	11.7%	$3,630	$37.75	$43.74	$53.70	412,207	0.1%	26.9%	17.8%	1.4%	1.4%	52.4%	2.19
2009	70,574	0.3%	74.5%	14.1%	11.5%	$2,828	$37.74	$42.78	$51.88	145,130	<0.1%	70.0%	29.3%	–	0.7%	–	2.08

Anacortes

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
2004	11,744	<0.1%	69.3%	10.9%	19.8%	$476	$36.91	$43.43	$51.69	311,013	<0.1%	<0.1%	<0.1%	0.6%	–	99.4%	0.71
2005	11,023	<0.1%	69.0%	10.9%	20.1%	$445	$36.51	$43.56	$51.99	278,342	0.1%	–	0.2%	–	–	99.8%	0.54
2006	16,807	<0.1%	75.5%	8.6%	15.9%	$715	$39.80	$45.34	$53.87	348,478	0.1%	–	0.3%	–	–	99.7%	0.47
2007	13,158	<0.1%	67.9%	11.1%	21.1%	$576	$39.99	$46.09	$54.88	320,545	0.1%	–	0.4%	–	–	99.6%	0.58
2008	13,239	<0.1%	72.2%	9.7%	18.1%	$584	$40.82	$46.97	$55.91	314,431	0.1%	–	0.1%	–	–	99.9%	0.50
2009	13,355	0.1%	78.3%	7.8%	13.9%	$571	$39.80	$47.02	$56.77	242,938	0.1	<0.1%	3.7%	–	–	96.3%	1.05

Port Hours, Wages and Tonnage Data

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
Pacific Northwest: Washington (continued)																	
Bellingham																	
2004	2,501	<0.1%	98.9%	0.4%	0.7%	$91	$36.25	$37.38	$42.10	–	–	–	–	–	–	–	–
2005	2,179	<0.1%	99.6%	–	0.4%	$81	$37.31	–	$41.05	–	–	–	–	–	–	–	–
2006	2,433	<0.1%	99.7%	0.3%	–	$91	$37.55	$29.68	–	–	–	–	–	–	–	–	–
2007	2,281	<0.1%	100.0%	–	–	$88	$38.74	–	–	–	–	–	–	–	–	–	–
2008	2,081	<0.1%	99.8%	–	0.2%	$82	$39.51	–	$43.00	–	–	–	–	–	–	–	–
2009	2,501	<0.1%	99.8%	–	0.2%	$97	$38.83	–	$43.75	–	–	–	–	–	–	–	–

Area Summaries

SOUTHERN CALIFORNIA SUMMARY																	
2004	20,150,197	68.5%	69.0%	23.3%	7.7%	$815,251	$38.92	$41.24	$51.89	186,301,092	59.3%	82.8%	3.7%	0.2%	6.3%	7.1%	8.28
2005	20,717,612	66.6%	69.7%	22.9%	7.4%	$860,156	$40.03	$42.30	$53.02	196,440,422	58.6%	83.2%	2.9%	0.2%	6.3%	7.4%	8.30
2006	23,434,628	69.0%	70.2%	22.6%	7.3%	$990,412	$40.63	$43.30	$54.80	221,674,479	61.4%	83.1%	3.4%	0.1%	6.5%	6.9%	8.31
2007	22,533,066	68.4%	70.5%	22.2%	7.3%	$974,720	$41.47	$44.91	$55.44	222,208,938	60.3%	86.5%	2.6%	0.1%	5.8%	5.0%	8.91
2008	20,229,478	67.0%	71.1%	21.5%	7.3%	$907,177	$43.21	$46.22	$56.62	210,583,601	59.4%	87.4%	2.3%	0.1%	5.7%	4.4%	9.46
2009	15,774,955	64.9%	74.1%	19.4%	6.5%	$712,334	$43.73	$46.30	$57.92	174,369,220	58.8%	88.8%	1.5%	0.1%	4.4%	5.3%	10.28
NORTHERN CALIFORNIA SUMMARY																	
2004	3,197,022	10.9%	69.5%	22.5%	8.0%	$125,256	$37.50	$39.84	$51.93	33,159,118	10.6%	72.3%	3.3%	0.5%	8.7%	15.1%	8.24
2005	3,400,911	10.9%	70.5%	21.6%	7.9%	$135,497	$38.13	$40.72	$52.76	36,858,377	11.0%	72.6%	2.9%	0.4%	7.0%	17.2%	8.38
2006	3,549,011	10.4%	71.4%	20.6%	8.0%	$144,740	$39.10	$41.66	$53.45	38,677,631	10.7%	71.5%	3.4%	0.3%	8.5%	16.2%	8.39
2007	3,386,828	10.3%	72.1%	19.8%	8.1%	$142,157	$40.43	$42.64	$54.16	38,917,404	10.6%	73.5%	2.6%	0.1%	10.2%	13.6%	8.98
2008	3,158,296	10.5%	73.1%	18.7%	8.2%	$136,137	$41.67	$43.46	$55.13	36,743,629	10.4%	75.6%	2.6%	0.1%	10.3%	11.4%	9.34
2009	2,694,101	11.1%	72.9%	19.4%	7.7%	$117,551	$42.33	$43.65	$55.99	32,771,028	11.1%	83.8%	1.8%	<0.1%	5.1%	9.3%	10.75
PACIFIC NORTHWEST: OREGON & COLUMBIA RIVER SUMMARY																	
2004	1,871,976	6.4%	78.5%	13.7%	7.8%	$71,384	$36.70	$40.51	$51.86	38,704,928	12.3%	9.1%	5.6%	2.3%	11.9%	71.0%	4.31
2005	1,754,682	5.6%	79.0%	13.1%	7.9%	$68,995	$37.63	$41.08	$53.35	36,847,671	11.0%	5.8%	5.9%	2.3%	12.2%	73.9%	3.67
2006	1,993,522	5.9%	79.0%	13.1%	7.9%	$80,023	$38.42	$41.79	$54.71	38,366,287	10.6%	7.4%	6.3%	2.1%	15.1%	69.1%	3.79
2007	2,218,975	6.7%	79.3%	12.8%	7.8%	$90,798	$39.18	$42.60	$55.75	42,910,114	11.6%	8.5%	5.6%	1.7%	13.3%	70.9%	3.76
2008	2,198,913	7.3%	79.8%	12.7%	7.6%	$92,925	$40.53	$44.26	$57.12	44,037,972	12.4%	7.9%	5.0%	1.6%	11.9%	73.6%	3.58
2009	1,824,980	7.5%	78.7%	13.8%	7.5%	$78,090	$41.14	$44.37	$57.14	34,048,406	11.5%	8.0%	3.3%	1.8%	9.6%	77.3%	3.10
PACIFIC NORTHWEST: WASHINGTON SUMMARY																	
2004	4,217,790	14.3%	71.3%	20.7%	8.0%	$171,105	$38.65	$41.91	$54.16	55,827,713	17.8%	71.3%	1.1%	0.8%	4.3%	22.5%	10.03
2005	5,227,068	16.8%	72.4%	20.1%	7.5%	$214,608	$39.08	$42.80	$55.51	65,050,123	19.4%	72.9%	0.9%	0.6%	3.4%	22.2%	9.38
2006	4,987,176	14.7%	73.1%	19.5%	7.4%	$210,045	$40.28	$43.67	$56.14	62,350,153	17.3%	72.5%	1.1%	0.6%	4.1%	21.8%	9.41
2007	4,819,390	14.6%	73.5%	19.2%	7.3%	$205,947	$40.97	$44.19	$56.68	64,562,816	17.5%	73.6%	0.9%	0.5%	4.2%	20.8%	10.20
2008	4,601,000	15.2%	73.4%	19.2%	7.5%	$203,391	$42.56	$45.27	$57.67	63,032,345	17.8%	69.3%	0.8%	0.4%	4.0%	25.4%	9.83
2009	4,017,534	16.5%	73.6%	18.9%	7.5%	$180,409	$43.43	$45.39	$58.23	55,244,497	18.6%	69.5%	0.7%	0.4%	3.4%	26.1%	10.04

COAST SUMMARY

2004	29,436,985	100.0%	70.0%	22.2%	7.8%	$1,182,997	$38.55	$41.12	$52.22	313,992,851	100.0%	70.5%	3.4%	0.6%	6.9%	18.6%	8.27
2005	31,100,354	100.0%	70.8%	21.7%	7.5%	$1,279,256	$39.51	$42.17	$53.43	335,196,593	100.0%	71.5%	2.8%	0.5%	6.5%	18.6%	8.23
2006	33,964,337	100.0%	71.2%	21.4%	7.4%	$1,425,220	$40.28	$43.13	$54.84	361,068,550	100.0%	72.0%	3.3%	0.4%	7.2%	17.1%	8.21
2007	32,958,259	100.0%	71.7%	20.8%	7.4%	$1,413,622	$41.12	$44.50	$55.50	368,599,272	100.0%	73.8%	2.7%	0.4%	6.8%	16.3%	8.76
2008	30,187,687	100.0%	72.3%	20.2%	7.5%	$1,339,629	$42.73	$45.72	$56.64	354,397,547	100.0%	73.1%	2.4%	0.3%	6.7%	17.5%	9.08
2009	24,311,570	100.0%	74.2%	18.9%	6.9%	$1,088,383	$43.32	$45.74	$57.67	296,433,151	100.0%	75.3%	1.6%	0.3%	4.9%	17.8%	9.75

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ABOVE: Evening falls on the Pacific Container Terminal in Long Beach.

ON THE BACK COVER: MSC *Texas* at berth at the Port of Long Beach.

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